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DIESEL RAILWAY TRACTION

The August issue of this RAILWAY GAZETTE publication, illustrating and describing developments in Diesel Railway Traction, will be ready on August 1, price 2s.

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THE RAILWAY GAZETTE

33, TOTHILL STREET, WESTMINSTER, S.W.1.

Results of State Undertakings

WHATEVER advantages may be claimed for State control of industrial undertakings, increased profitability of working is not among them. The improvement in morale and the greater satisfaction to be derived from working for the State, instead of for individual private owners, which have been adduced as arguments in favour of nationalisation, do not appear to have yielded the results which might have been expected. In last week's issue we recorded a deficit of over £23 million for the first year's working of the National Coal Board. Higher prices for coal since imposed have turned the running loss into a profit. Cable & Wireless has also completed its first year as a nationalised undertaking, and its gross profits show a reduction of more than half; they are but £1,724,000 against £3,531,000. Nationalised transport, although showing increases in the monthly statements of traffic receipts, issued by the British Transport Commission, has achieved these only by higher costs; the volume of passenger and merchandise traffic is considerably less than a year ago. Moreover, there is no doubt that higher costs are in excess of the improved receipts. The national ownership of industry, whether or not the Government adheres to its decision that each branch should pay its way, seems destined to be expensive.

Railway Workers' Representation

The case for increased workers' control on the railways continues to be argued by the *Railway Review*, the organ of the National Union of Railwaymen. Recently, it pointed out that by workers' control is meant a control shared by the whole of the workers in the industry, both managerial and operative. It is also argued that participation and management by the workers must mean participation in decision, and not just participation in discussion. It is also claimed that it is not enough to have on the British Transport Commission and Executives only one man from the ranks of the trade unions in the industry. The somewhat surprising suggestion is made that when really big issues affecting the staff relations of the industry are down for decision, this person would be "powerless to fulfil the purpose implied in his presence on the supreme body." The inference behind this statement apparently is that this person is briefed to support the trade unions. Surely a more realistic interpretation of the functions of, say, Mr. John Benstead, of the British Transport Commission, and Mr. W. P. Allen, of the Railway Executive, is that their primary concern is to further the work of these bodies and that their special knowledge of labour matters is an attribute towards this end.

25 Years of Co-ordinated Transport

The 25th anniversary of the incorporation of the North Western Road Car Co. Ltd., in which the L.M.S.R. and L.N.E.R. acquired shareholdings in December, 1929, was made the opportunity by that company for the issue of an informative silver jubilee brochure outlining the history and development of the bus services in the extensive area which it serves to the south of Manchester, and extending to the Potteries and Derbyshire. The business had its origin in a branch of the British Automobile Traction Co. Ltd., which was established at Macclesfield on November 10, 1913, but made only limited progress by reason of the first world war and its aftermath. This business was formed as a separate company on April 28, 1923, and this is the event recently celebrated. The first General Manager was Mr. George Cardwell, now a Member of the Road Transport Executive, and the success which he achieved in developing the business was due very largely to his co-ordination arrangements with local authorities, whereby through services were inaugurated. In addition, agreements were made with neighbouring operators defining their respective areas of influence, and thus there was a co-ordinated system of road transport in being, before the railway companies secured their financial interest. In April, 1930, a Standing Joint Committee was set up on which the railway and road interests were represented in equal proportions, and this close association of road and rail has been of considerable benefit to the company, as well as serving the public interest. The deliberations of the Joint Committee have covered a

variety of aspects, including mutual assistance in cases of breakdown of rail services, road and rail connections, provision of combined road and rail facilities, and where practicable the interavailability of road and rail tickets. In 1948 the company owned 542 vehicles; operated 22,820,000 miles; and carried 103,830,000 passengers.

Staggered Hours Proposal for New York

Overloading of transport services in New York has led to an *impasse* somewhat similar to that experienced in London, with trains loaded to capacity and the maximum practicable service being operated. The situation is being tackled on lines similar to those adopted here by the Ministry of Transport and London Transport in conjunction, the measures taken being to investigate the feasibility of altering working hours in order to lighten rush-hour loads on the rapid transit lines. Surveys for this purpose are in progress by the Commerce & Industry Association of New York, while the Board of Transportation of the city has made detailed studies of traffic flow so as to be in a position to advise on what changes in working hours would be advantageous. The board has issued graphs, to demonstrate to those concerned with planning staggered hours the times at which peaks occur, and to show the conditions of relatively light loading which prevail in the 20-minute periods just before and just after the present times of greatest pressure. A table of passengers entering Manhattan every 20 min. between 7 a.m. and 2 p.m. shows the maximum of 234,000 between 8.20 and 8.40 a.m.; and of 226,000 leaving between 5.20 and 5.40 p.m. It is believed that some types of businesses could permit their employees to take advantage of the relatively light traffic conditions from 9-10 a.m. and 4-5 p.m. Reactions of business concerns to these proposals and suggestions are still awaited.

Exceptional Delays on Sundays

On a recent Sunday, passengers on the 10 a.m. express from Glasgow to London (Euston) were afforded an excellent example of the way in which the vast amount of engineering work now in hand interferes with the running of long-distance services at weekends. The train left Glasgow punctually, but was subjected to a series of delays throughout the journey. Relaying operations necessitated single-line working, on the down road, between Rockcliffe and Kingmoor (north of Carlisle), and at Boars Head, north of Wigan. At Stafford, the train had to be diverted *via* Bushbury and the outskirts of Birmingham, as extensive works were in progress on the Trent Valley Line. These included a 12-hr. occupation of both fast lines, and the up slow line, for pre-fabricated relaying near Atherstone, and the replacement of water troughs, north of Rugby. The train, which reached Euston at 9.18 p.m. (2 hr. 13 min. late), was worked throughout by the 4-6-2 engine No. 46232, *Duchess of Montrose*. The engine had to stop for water at Wigan, and at Rugby, for 18 minutes, to take coal. In contrast to these exceptional delays, timekeeping on weekdays has recently shown a marked improvement.

The Railways of Lebanon

The disturbed conditions in Asia Minor give a particular topical interest to the railways bordering on Palestine, of which the one new system to be established as a result of the recent world war is that of Lebanon. Syria and Lebanon were recognised as independent States after the first world war, to be placed under a mandatory power, and France was selected for the task. The two countries were administered more or less as one until the Allied Forces marched in during 1941, and promised them complete independence. Since the beginning of 1944 there have been separate and independent Syrian and Lebanese Governments; both are members of the United Nations and of the Arab League. In Lebanon, the principal railway is the standard-gauge trunk line up the coast, which was built by the military authorities during the recent war. It was constructed by engineers from South Africa, Australia, and New Zealand, and was opened from Haifa to Beirut (90 miles) in September, 1942. It was completed to Tripoli, a further 50 miles, on December 20, 1942, and forms a link com-

pleting a standard-gauge railway between the Bosphorus and Egypt. In 1947, the Lebanese Ministry of Foreign Affairs purchased the line on Lebanese soil from Ras el Nakura, on the Palestine Frontier, to Tripoli, a length of 118 miles. The management of this was entrusted to the Damas-Hamah & Extensions Railway Company under an Operating Convention of May 20, 1947. The portions of the pre-war system of this French company which are in Lebanon, comprise the sections of the former Baghdad Railway (State property) from Tripoli to Tell Kalak, and from El Kaa to Rayak, of 4 ft. 8½ in. gauge, and the narrow-gauge lines from Beirut to Rayak and Zebdani (*en route* to Damascus), and local sections around Beirut.

Materials Handling Equipment

The need to make the most of our manpower and to offset the rising cost of labour calls for a thorough exploration of the potentialities of the mechanical aids now available to industry. Progress in the mechanisation of materials handling as opposed to the mechanisation of manufacturing processes has been considerable in recent years. This has been brought about largely by wartime needs. Materials handling is a subject in which the railways, which have been described as the belt conveyor of industry, have a special interest, one of their main problems being to transport multifarious types of goods from consignor to consignee by the most efficient means, and at the lowest possible cost. The problem is a complex one, however, which admits of no single solution and for which no hard and fast rules can be laid down, because of variations in conditions at goods depot, multiplicity of destinations, and variety in the size and weight of goods to be handled. Without mechanical labour, handling of miscellaneous traffic in large sheds is an expensive business, and in consequence recent research has been directed towards the elimination of trucking comparatively small loads over long distances by the introduction of bulk movement of goods.

Handling of Railway Freight

In his paper at the Mechanical Handling Exhibition on July 14, given in abstract in other pages this week, Mr. David Blee reviewed the above problem in a practical way, providing much useful information on modern methods of operation in goods sheds, goods yards, and warehouses. Recent research into methods indicates that the principle of conveyor working could be introduced with advantage in most goods shed reconstruction plans. This system is being adopted in the Bristol Temple Meads scheme which has been authorised recently. With regard to warehouse systems, bearing in mind that national policy requires the curtailment of capital expenditure in the provision of new buildings, combined with the increasing demand, there is need to make the best use of the limited accommodation that already exists. Volume of traffic stacked per square yard can be increased materially with mechanical appliances, and in this and other fields of freight handling the fork lift truck and pallet system, widely used already in industry, should play an increasingly important part. Operations in goods yards are dealt with under general, specialised, and container traffic, special mention being made of the development of containers in railway practice during the past 20 years.

L.M.R. Diesel No. 10001

In our issue of January 2, 1948, details were given of L.M.R. diesel-electric locomotive No. 10000. Since then, this 1,600-h.p. main-line unit has covered more than 51,300 miles on London Midland Region track in regular service, and now the second unit, No. 10001, has left the shops, passing its preliminary trials at Derby Works in the first week of July. On July 13, this second unit went into regular daily service, working the 8.55 a.m. from Derby to St. Pancras and the 2.15 p.m. from St. Pancras to Derby, and also a daily trip from Derby to Manchester and back. This is the same schedule as that kept by No. 10000 before July 13. Since then, the original unit has been on regular runs on the 7.37 a.m. from Derby to St. Pancras and the 11.50 p.m. from St. Pancras to Derby, but

now it has gone into the shops, where it will remain undergoing examination for about a month, after which the two units will run coupled as a 3,200-h.p. locomotive on the West Coast express passenger route between Euston and Glasgow Central. At a later date a series of comparative tests will be made between the performance of the twin-unit diesel and that of the most recent types of steam locomotive. The first of these, *Sir William Stanier, F.R.S.*, also was described in our January 2 issue, while the second, *City of Salford*, recently has been completed at Crewe Works.

"Stop, Look, Listen"

IN some of the other nationalisation schemes, there is not even a Reid Report to go on. Transport nationalisation, for example, has brought no disasters. And, though the organisation at the top is very cumbrous, less harm has been done lower down than in the coal mines, because less has had to be altered. Indeed, one is tempted to suppose that more of the energies of the Transport Commission and its Executives have been devoted to finding new titles for old offices, new names for old organisations and new colours for old trains than to thinking of any fundamental changes. But it is no defence of a nationalisation scheme to say that it has changed nothing and done no harm. To be worth while, it must have some positive purpose. And so far as transport is concerned, not the first breath of a hint of what it is all for has yet reached the public.

The foregoing paragraph from a leading article in the July 17 issue of *The Economist* is significant. The obvious retort is, what could anyone expect the Transport Commission and its Executives to accomplish in less than seven months! In its article dealing with the first annual report of the National Coal Board our contemporary states that when the present Government was formed it suggested that what this country most urgently needed was not so much a change in the ownership of its basic industries as a change in the way they are conducted.

The Coal Board had at least a long-term plan ready made for it to follow in the Reid Report. There was no such plan or public demand for the nationalisation of transport by rail, road, water, and some of the docks. We think that coming events will endorse the wisdom of those who urged that the railway companies and other transport undertakings should have been left for at least another year under existing direction and management, until a workable scheme for the co-ordination of inland transport could be discussed and agreed on by all concerned. But the "nationalisers for nationalisation's sake" would not have it. Envious eyes were cast on the Government's £190 million profit on British railways during the war and after. If run like the Post Office with 2½d. postage, fewer collections and deliveries, and £36 million profit, State transport looked like "money for jam."

We still think that one of the most disquieting utterances of the Minister of Transport was that railways must pay their way, taking one year with another. It would have been a far, far better thing if he could have said that the Government was convinced that British Railways could no longer be financed by private enterprise, but it was determined to make our inland transport system into the most efficient and cheapest in the world, even if it cost £100 million a year.

All this is not intended to be any criticism of the British Transport Commission and its five Executives. They did not seek the difficult tasks with which they have been entrusted. And we are told the rank and file are all full of enthusiasm. No, our object in reprinting the paragraph at the head of this article is just a hint that the Commission and Executives might be well advised to indulge in a little window dressing. Soon, and however unreasonably, the public and the traders will be asking: "What have we got out of transport nationalisation?" They will want something more than new colours for trains. Particulars of schemes for new works, signalling improvements, and so forth, which will take years to complete, will not interest them; nor will statements as to how much more quickly important decisions are arrived at than was the case with the old boards of directors.

Could not the Commission and Executives have the courage of their convictions regarding the economies already effected,

or to be effected, by unification and standardisation, and make a reduction in fares and rates in anticipation of accruing results? It would be a bold step, but courage is sometimes rewarded. Another popular concession would be a great extension of availability of return tickets by alternative routes. Short term season tickets available anywhere on British Railways would be popular with overseas visitors hampered by currency restrictions. For example, the Paris office of British Railways often gets enquiries from prospective visitors who, during their stay in London, want to visit say Oxford, Cambridge, some seaside resort and other places, and are surprised when they cannot buy a weekly or monthly season ticket available all stations, such as are sold in large numbers by the Swiss Federal Railways. Last and not least there should be a complete timetable revision—"shorter trains and more of them."

British Transport Commission Traffic

TRAFFIC returns of the British Transport Commission, for the four weeks to July 11, made a rather better showing than recently. The total of traffic receipts at £31,846,000 was equal to an increase of £2,969,000 over the similar period twelve months earlier. There were increases in all branches of the Commission's transport undertakings, except Inland Waterways, where there was a decline of £7,000 at £119,000.

Receipts from British Railways at £27,366,000 were higher by £2,728,000. The greatest aggregate improvement was shown in revenue from movement of coal and coke which, at £5,235,000, was higher by £1,064,000. Minerals and merchandise (classes 1-6) showed an improvement of £522,000 at £2,233,000. Other merchandise and livestock at £6,162,000 yielded £418,000 more than a year earlier. Passenger revenue at £11,327,000 was £462,000 higher, and parcels by passenger train at £2,409,000 advanced by £262,000.

London Transport receipts at £4,361,000 improved by £248,000, as is shown in the table below which gives details of the receipts of the British Transport Commission for the four weeks to July 11, compared with the similar period a year ago, and also the aggregate for the 28 weeks of the current year, compared with the like period of 1947.

	Four weeks to July 11		Incr. or decr.	Aggregate to July 11		Incr. or decr.
	1948	1947*		1948	1947*	
	£000	£000	£000	£000	£000	£000
British Railways (receipts from railway working)						
Passengers	11,327	10,865	+ 462	62,886	57,596	+ 5,290
Parcels, etc., by passenger train	2,409	2,147	+ 262	15,474	13,563	+ 1,911
Merchandise (other than Classes 1-6) and livestock	6,162	5,744	+ 418	46,576	37,875	+ 8,701
Minerals & merchandise (Classes 1-6)	2,233	1,711	+ 522	15,519	10,696	+ 4,823
Coal & coke	5,235	4,171	+ 1,064	36,040	28,950	+ 7,090
	27,366	24,638	+ 2,728	176,495	148,680	+ 27,815
London Transport—						
Railways	1,081	1,021	+ 60	7,773	6,994	+ 779
Buses & coaches	2,428	2,272	+ 156	16,817	14,898	+ 1,919
Trolleybuses & trams	852	820	+ 32	6,025	5,457	+ 568
	4,361	4,113	+ 248	30,615	27,349	+ 3,266
Inland Waterways—						
Tolls	56	51	+ 5	383	299	+ 84
Freight charges, etc.	63	75	- 12	501	456	+ 45
	119	126	- 7	884	755	+ 129
Total...	31,846	28,877	+ 2,969	207,994	176,784	+ 31,210

* The comparison of 1948 with 1947 is affected by increases in fares, rates and charges, which were introduced at different dates during the year 1947 to meet increases in operating costs.

For the 28 weeks of the current year the aggregate receipts at £207,994,000 show an increase of £31,210,000. To this, British Railways have contributed £176,495,000, or £27,815,000 more than a year ago. London Transport revenue at £30,615,000 is higher by £3,266,000, and Inland Waterways tolls and freight charges, at £884,000, show an improvement of £129,000.

Argentine Railway Changes

WE learn from Buenos Aires that further changes have taken place in the organisation of the formerly British-owned railways. In our April 30 issue we dealt at some length with the arrangements which had been brought into being for the administration of the formerly British-owned lines now vested in the Argentine State. This organisation consisted of a Special Commission, constituted by Decree, on which sat four representatives of the Argentine Government. It replaced the boards of directors and was responsible for finance and the laying down of general policy.

The operation of the railways was entrusted to an Executive Committee, consisting of the former General Managers of the British-owned railways, and an independent Chairman. Our latest information is that the Special Commission has been dissolved and that it has been decided that the Executive Committee of General Managers and all the inter-railway sub-committees which reported to it are to be suppressed as from the end of this month. For the time being the General Managers of all railways including the State railways in being before the transfer of the British-owned lines will report directly to the Secretary of Transport.

The latest moves appear to have met with considerable opposition and it is reported that a number of Government officials connected with transport has resigned. It is rumoured in Buenos Aires that before the end of the year all the railway administrations will be amalgamated. Should this prove to be the case, it will constitute a reversal of previous policy, which was to keep the former British-owned lines separate from the original State lines, at least for some time, and to bring about the integration of the national railway system by degrees.

Sir Alan Mount's Annual Report

IT was unfortunate that the last year of company ownership of the railways of Great Britain should have proved to be the worst in their history for casualties to passengers, with the single exception of 1915, when the very exceptional double collision took place at Quintinshill, near Gretna, on the Caledonian Railway, accompanied by the extraordinary number of 224 passenger fatalities. There were 1,388 train accidents, properly so called, in 1947, as against 1,237 in 1946, and 121 persons, of whom 93 were passengers, lost their lives in them. Sir Alan Mount, Chief Inspecting Officer of Railways, in his twentieth annual report,* shows that there has been little or no improvement in the serious position disclosed in his previous one, and that the railways are still contending with considerable difficulties. The effects of the war are still with us, and the severe winter experienced at the beginning of the year did not assist in removing them. It is not surprising, therefore, to find Sir Alan describing 1947 as "a particularly trying year for all grades responsible for operation and maintenance."

Unfortunately there seems little immediate prospect of any substantial improvement, and we can only hope that before long all railwaymen will be able to feel that a start has been made and some steady progress entered on towards bringing the lines and equipment up to that degree of efficiency without which the railways cannot play their part effectively in the life of the country. Those responsible for running them have been working for some time under very considerable anxiety, and numerous as the accidents were last year, we may consider it fortunate that more did not occur.

The report is issued under the arrangements introduced on January 1, 1946, and is framed on the pre-war basis, the few changes made in the system of reporting in force up to 1939 being such that a direct comparison with pre-war years is possible. The table we reproduce on page 121, analysing the various causes of train accidents, shows that of the total of 1,388, 355 were collisions, 346 derailments, 484 cases of running into obstructions (including 173 animals struck by trains on passenger lines), 132 fires in trains, and 71 miscellaneous. Failure of train crews was responsible for 164 collisions and 80 derailments, compared with 157 and 73 respectively in 1946; while failure of signalmen accounted for 39 and 17 against 38 and 29 respectively in the previous year. These 1,388 acci-

dents resulted in fatal injuries to 93 passengers, 8 servants and 20 other persons, compared with 34, 9 and 17 in 1946.

Thirteen Formal Inquiries

It was considered necessary to hold formal inquiries into thirteen of these accidents, many others being dealt with satisfactorily by correspondence. Some of these again brought to light features directly connected with the circumstances of the present time. The first was the bad collision at Gidea Park on the second day of the year when, in a dense fog, a driver lost his location but nevertheless ran on at excessive speed and overran four semaphores at danger. Fogmen had not reached their posts in the Romford-Gidea Park section, while slackness of the man at the Romford distant signal and absence of detonator placers at Romford box were probably contributory causes of the accident, which warning automatic train control would have prevented.

Head-on collisions on single lines have been remarkably rare on British railways, but one occurred near Hallen Marsh on February 18, 1947. A signalman failed to notice that he had the junction points standing for the single line branch, and jumped to the conclusion that an electric track circuit lock failure prevented him from clearing the home signal for a train to proceed on the main double line. He authorised the driver to pass it at danger but the driver neglected to examine the position of the facing points and proceeded along the single line, overrunning the advanced starting and outer advanced starting signals at danger and keeping such a bad lookout that he met the opposing train, approaching under proper authority at a combined speed of 37 m.p.h., about 1½ miles further on.

What might have been a very serious accident from the casualty point of view occurred at Lambrigg on May 18, 1947, while single-line working was in force in the section beyond and a light engine was waiting to assist an express to shunt. The driver failed to observe the adverse distant signal and did not brake until close to the home. Fortunately the light engine was put in motion in time, reducing the shock of the collision, which took place on a high viaduct. The driver knew of the single-line working and could not explain his lapse, which warning automatic train control would have prevented. The guard should have been at his post approaching the location, but was not.

At Bletchley on May 29, 1947, on an extremely hot afternoon, sudden distortion of the track took place between two expresses running 10 min. apart and the second became derailed, fortunately without very serious results. All had been found to be in order on inspecting the track an hour earlier. The passage of the preceding train seemed to have had a "trigger" effect and released compressive expansion stresses, where the track, on ash ballast and a wet foundation, was relatively weak laterally.

Another derailment, attributable to the general effect of prevailing conditions, occurred at Polesworth on July 21, 1947. The track was 18 years old. Side wear on the high rail of a curve exceeded the permissible limit and, in combination with cross-level irregularities, led to a failure of weakened fastenings. Renewal had not been delayed by shortage of material in this case, but the psychological effect of long-continued difficulties in that respect had led to acceptance of an inappropriately low standard of maintenance, so that the extent of the deterioration of the track had been misjudged.

A blunder in block working, as well as failure to foresee the effect on operation of alterations in controls carried out in connection with signalling changes, were the causes of the serious collision at Doncaster, on August 9, 1947. The first train was standing in the section in sight of the signal box in rear of it, but when an indicator bell rang on the clearing of the signal at which the train was waiting, the signalman, although he had exchanged no block bell signals for it, pulled off his signal for the second train. Unfortunately its lever was not controlled by the condition of the block instrument. Both trains were crowded and casualties heavy.

A much worse mistake was made by a young and inexperienced signalman at Purley Oaks on October 24, 1947. There was a thick fog, and after allowing an electric train to draw up to the platform starting signal at danger, he forgot all about it. On receiving a telephone inquiry referring to the

	Collisions	Derailments	Running into obstructions	Fires in trains	Miscellaneous	Total
1. Failure of train crew (including guard) :—						
(a) Passing signals at danger	44	17	28	—	—	89
(b) Other irregularities or want of care	120	63	9	1	7	200
2. Failure of signalman :—						
(a) Irregular block working	16	—	3	—	—	19
(b) Other irregularities or want of care	23	17	13	—	1	54
3. Failure of train crew and/or signalman and/or other staff	26	17	13	—	1	57
4. Failure of other staff in operating departments (excluding faulty loading : see 9 below)	54	13	77	2	31	177
5. Defective drawgear	5	24	—	—	1	30
6. Defective stock, other than drawgear	4	43	2	15	5	69
7. Defective engines	5	26	1	4	4	40
8. Defective track and/or signalling apparatus	4	42	13	—	—	59
9. Faulty loading	5	8	—	7	1	21
10. Due to snow, landslides, flooding, etc.	3	44	56	—	1	104
11. Miscellaneous	46	32	269*	103	19	469
Total	355	346	484*	132	71	1,388

* Includes 173 animals struck by trains on passenger lines

traffic he hastily assumed that his Sykes instrument, which was correctly holding the home signal locked and preventing another train being accepted, had failed to become free after the use of the starting signal for the preceding train, and he made use of the emergency releasing key. He accepted the second train and had become so confused that the releasing of the starting signal when the forgotten train was at last accepted, failed to recall that train to his memory and nor was he reminded by the actuation of the back-lock release after he pulled over the lever. He also neglected to obey a rule that the distant signal should be maintained at caution after using the key. The second train overtook the first at South Croydon in the fog and, as both were full, unusually heavy casualties, including 32 fatalities, resulted. This accident led to steps being taken to extend the period of training of signalmen and improving the qualifying examination, also ensuring that all failures of apparatus are properly reported.

Warning automatic train control again came under notice in connection with the bad derailment at Goswick on October 26, 1947. An express was to be diverted to an independent line in consequence of engineering works, but the notices—which happened to be in manuscript—referring to this had not been seen by engine crew or guard. The signalman was applying Rule 39(a), although actually there was no obligation on him to do so, but misjudged the position and speed of the approaching train. The driver, although he had missed the distant signal, had not slowed down, and on seeing the home signal at clear assumed he had a through run. He could have seen the splitting starting signals against him for some distance, but did not do so until the last moment, and took the turn-out at speed. Twenty-eight deaths resulted. The question of the clear and adequate display of notices was raised by this case and led to certain recommendations in the report on it. The presence of an unauthorised person on the footplate may have had a bearing on the driver's failure.

Two collisions on the same day, November 6, 1947, raised problems connected with fog signalling, one at Motspur Park, the other at Herne Hill. In the first case a motorman of an electric train was approaching a junction outer home with due care but was misled by a false green hand signal, the fogman believing he had heard the semaphore arm come off, and failing to verify that this was the case. It was thought that the special circumstances at the location would justify the installation of a fogman's repeater, although the arm was 25 ft. from rail level, a height ordinarily considered not to call for one.

At Herne Hill the colour of a hand-lamp was misread, as it appeared, by the fireman, who called to his driver, standing on the right, that it was yellow, whereas the fogman maintained that the lamp was correctly at red. The train accordingly passed the home signal, which carried distant arms below it, and collided with another crossing a junction. The report dwelt on the disadvantages of right-hand drive engines and referred to the question of differentiating between distant and stop signals, as is done on the Western Region, by using different numbers of detonators.

A somewhat unusual accident occurred near Farnborough on November 26, 1947. The facts were not in dispute but the circumstances necessitated a lengthy report on them. Failure

of a fuse put a section of power signalling, including some automatic signals, installed over 40 years ago, out of use, and the driver of the train which was stopped in consequence failed to establish communication with the signalman responsible for instructing him. As the result of certain telephone conversations, another signalman issued to the following train an order to run at reduced speed and ignore automatic signals, without first carrying out the procedure for introducing emergency manual block working and making sure that a defined length of line was clear. The driver of the second train at first assumed the tail lamp of the one ahead to be on an adjacent track and was unable to stop in time. This accident directed attention to the arrangements for telephoning from signals, working the "P" sign indicators for authorising movements in an emergency, and putting manual block working into operation.

At Manchester Victoria on December 10, 1947, a petrol train, which had got out of control on the 1 in 47 gradient approaching that station, had to be diverted to a bay line, where it ran through the buffers. The driver was killed. Owing to a regulation forbidding the pinning down of brakes on petrol tank wagons, the brake power was insufficient. Local instructions had been issued regarding the provision of an assistant engine in such circumstances, but one had not been ordered that night and the driver considered his engine capable of controlling the train. A review of the regulations was recommended.

Accidents to trains of every kind totalled, as stated, 1,388, compared with the averages of 745 and 796 for the 5-year periods 1935-39 and 1930-34 respectively. Failures of rolling stock and permanent way totalled 4,679 compared with 4,149 and 5,772 for those two pre-war periods.

Collisions and derailments again considerably exceeded the averages for the 15 years 1925-1939. From 1945 a new basis for reporting broken rails was adopted, but figures abstracted for 1946 on the old basis, as was emphasised in Sir Alan's report for that year, showed that the incidence of breakage had nearly trebled compared with pre-war, due to continuing shortages of materials and labour for track renewals.

Analysis of the failures of coupling apparatus (excluding 9 on engines) reported during 1947 shows that 3,530 occurred on goods and 415 on passenger trains; the chief liability to failure is to be found in weakness of drawgear, which accounted for 81.8 per cent. of the total in the case of goods and 90.4 per cent. in the case of passenger trains. There was again a considerable improvement in the case of coupling failures on double-headed trains compared with the immediate pre-war period. The total number of accidents resulting from all classes of failure of coupling apparatus (including mishandling by train crews), and involving collisions, derailments and/or personal injury was 40: all occurred to goods trains, of which 8 were double-headed.

Turning to level crossing accidents, we find that an inquiry was held into the serious one at Burton Agnes on September 17, 1947, when a motor lorry conveying prisoners-of-war, driven by an inexperienced and unauthorised person, ran through the gates and was run down by a fast train with serious results to British non-commissioned officers and prisoners. There were in all 8 accidents resulting from road vehicles having collided with public road crossing gates and being struck

Annual average, 1915-19	Annual average, 1920-24	Annual average, 1925-29	Annual average, 1930-34	Annual average, 1935-39	Annual average, 1940-45	Particulars	Year 1946		Year 1947	
							K.	L.	K.	L.
898 in 1919	1,009	941	796	745	387	Accidents to trains ...	...	...	...	1,388
11,452 in 1919	11,153	9,141	5,772	4,149	160	Failure of rolling stock or permanent way ...	...	...	...	4,679
K. 174 L. 1,731 341 3,600 101 175	K. 92 L. 2,577 248 3,518 67 136	K. 91 L. 3,733 210 3,267 67 158	K. 74 L. 4,394 183 2,592 51 146	K. 86 L. 5,342 198 2,576 54 120	K. 141 L. 256 254 455 82 34	Casualties— Passengers ... Servants ... Other persons ... Totals ...	120 204 236 57 413	5,487 2,488 793 56 8,063	1,488 5,515 1,974 87 7,576	5,871 2,785 138 8,794
616 5,506	407 6,231	368 7,158	308 7,132	338 8,038	477 745	Passenger journeys originating, including season ticket holders (millions) Railway companies ... L.P.T.B. ...	...	...	...	1,140 576
2,065 in 1919	1,848	1,661	1,612	1,740 (1935-1938)	1,210 450.7	Freight tonnage (millions) : excludes free-hauled from 1940 Ton-miles (millions) (estimated from 1942 to 1945, main-line companies only)	...	...	...	257 20,190
not available	322 17,457	320 17,562	288 16,060	299 17,230 (1935-1938)	289 23,844	Servants employed (March)	...	...	...	660,112
590,702 in 1913	698,756 (1921-1924)	678,738	602,288	592,365	603,803	Passenger and freight-train mileage (millions) : Railway companies ... L.P.T.B. ...	...	...	...	354.6 29.1
334.2 in 1919	368.7	401.3	416.2	411.8 31.9	356.3 25.6	Shunting mileage (millions)	...	...	...	113.4
123.5 in 1919	121.5	122.7	112.8	115.0	122.8	Light-engine mileage (millions)	...	...	...	34.9
not available	28.3	28.9	26.8	29.4	36.8	All casualties per million train-miles : Killed ... Injured ...	...	...	...	1.1 22.9
1-8 16.5	1.1 17	0.9 18	0.7 17	0.8 18	1.2 1.9 (seriously only)	...	...	...	...	...

by trains, 14 occupants of such vehicles being killed and 34 injured. The three railway servants killed at crossings were all gatekeepers. Altogether there were 215 collisions with gates or vehicles at public road and occupation crossings, compared with 157 in 1946; but only 7 were attended with fatal results. Total casualties for all classes of crossing and user during 1947 amounted to 40 killed and 62 injured, and of these 29 were pedestrians, of whom 15 were killed and 4 injured at occupation and footpath crossings.

Other than Train Accidents

During 1947, 300 inquiries were held into movement and non-movement accidents, other than train accidents, involving fatal or other injuries to 318 persons, nearly all servants of the railways. The remainder were principally contractors' servants and persons at work or transacting business on railway premises. As a result of these inquiries, 64 recommendations were embodied in the reports, of which 47 were adopted, 3 not adopted, and 14 are still under consideration.

Movement accidents to passengers were, as usual, mainly due to misadventure, want of care, or misconduct, and there is practically nothing the railways could do to affect the position; but serious interest attaches to the question of accidents to staff while working on the line, to which Sir Alan, who describes the year as "disappointing" in this respect, devotes much space in his report. He attributes this mainly to the exceptional weather conditions during the first quarter, when casualties amounted to 44, whereas the average for the other quarters was 21. The cold spell led to a regrettable increase under the heading of "protection inadequate," the casualties (31) being nearly treble those for 1946 and double that for the 5-year period 1935-39. "Every available man assisted in keeping lines open to traffic," says the report, "and even men unaccustomed to work on the permanent way were employed. In consequence, gangers and men in charge found themselves unable at times to spare a look-out man, although they may have considered that one was desirable; but in view of the emergency they felt it their duty to carry on." Sir Alan gives in detail a number of instances of accidents that occurred under these and similar conditions. Thirteen casualties were due to look-out men being at fault and included five such men themselves; and fifteen accidents resulted from failure to act correctly after receipt of a warning. In the case of one occurring in a tunnel, the report says, "it is gratifying to note that the life of the ganger involved was probably saved by first-aid, rendered immediately by a member of the gang who was a qualified ambulance man; more men in this occupation should make themselves proficient in this respect."

The practice of holding formal inquiries into every case of a man being struck by an engine or train while at work on the line was maintained during the year, and the report observes that "while the increase in accidents due to inadequate protection is to be regretted, this can be accounted for by the very bad weather at the beginning of the year. The winter was perhaps the worst in living memory but, so far as possible, anticipating arrangements should be made in future to ensure that men who are called upon to perform the arduous task of keeping lines open are not subject to avoidable risk. On the other hand, there was no evidence that the failure to appoint a look-out man, in the few instances at other times, was due to the general shortage of staff. Doubtless men in charge sometimes found themselves in difficulties on this account, but broadly speaking they showed sound judgment and continued to prove themselves capable of providing for the safety of their men; this responsibility must necessarily remain with the man in charge at the site of any work."

A welcome improvement in the cases of individual want of care is recorded and attributed to closer regard to Rule 234(a), on which Sir Alan has dwelt at some length in most of his annual reports for some time past. The former railway companies and London Transport took special action in the matter towards the end of 1946, displaying the rule as a poster in cabins and depots and publishing statistics and accounts of accidents. The campaign had good effect, and casualties fell from 22 killed and 9 injured in 1946 to 9 killed and 6 injured in 1947. "Nevertheless," we read, "there is still room for improvement and gangers themselves ought to be able to do much by correct example; it is regrettable that during track examination three senior men lost their lives and two were

injured by failing to obey the rule," and also that "in order to extend the educational value of inquiry reports, every means should be taken to disseminate as widely as possible information regarding the circumstances of accidents. The distribution of safety literature, which for some time was curtailed by paper restrictions, is also an effective means of propaganda and should be fully resumed, if not extended; steps are being taken to ascertain whether supplies are now adequate to meet reasonable requirements."

When dealing with accidents to staff walking or standing on the line, or proceeding to and from work, the report stresses a very important point apt to be overlooked but which was emphasised by a very unfortunate case involving three fatalities. The men, who were walking from one place of work to another, were warned of a train by the look-out man who was walking in advance of them, but it took unexpectedly a crossover connection to the line to which they had transferred and overtook them. The look-out man, Sir Alan remarks, "should not have undertaken any responsibility for their safety while they were walking." Look-out men are appointed by rule only to cover persons at work. When they are walking along a look-out has no better opportunity of watching for their safety than the men themselves. In this case the man should have removed his armband and warned the men that they had become individually responsible.

Shunting and Other Accidents

Shunting accidents accounted for 44 deaths and 1,169 cases of injury, compared with 36 and 1,581 in 1946. Coupling accidents, which can be guarded against by observing the rules, led to 6 fatalities and 444 cases of injury. Four lives were lost by coming in contact with vehicles on adjacent lines while riding on engines, etc. All might have been avoided by better attention to Rule 111(e). Many other accidents arose from slipping, stumbling, and other forms of misadventure.

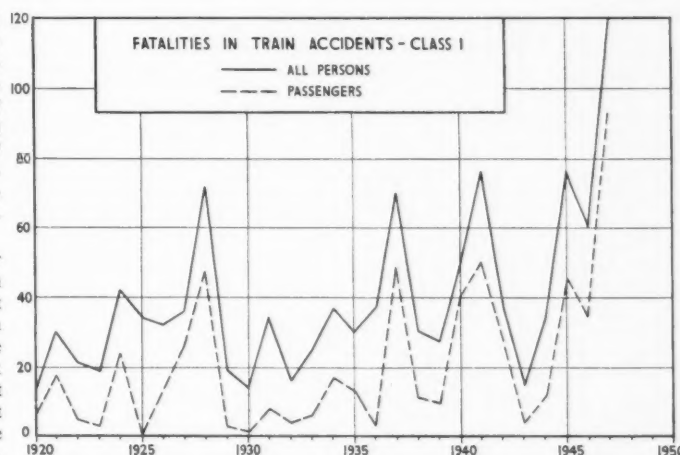
We reproduce, in our usual form, the table recording all movement on rail. Notwithstanding the greatly increased number of passengers killed in train accidents, the fatality rate was still no higher than one killed in 250 million miles travelled. The increase was mainly due to the large number of fatalities occurring in three accidents involving heavily loaded trains.

We reproduce also a graph in the report showing the rise and fall in train accident fatalities over a number of years, with good and bad periods coming in cyclic order.

Automatic Train Control

As many have been expecting, the report has much to say on the question of automatic train control, for the year "was exceptional in that three train accidents involving 35 fatalities, out of a total of 121, were due to failure of drivers to observe and obey semaphore signals and should have been prevented by control equipment of the warning type (including a brake application), namely, Gidea Park, Lambrigg and Goswick." A table is given covering the years 1912 to 1947, showing the accidents which might have been prevented or mitigated by such apparatus. The fatalities that could have been saved were 24 per cent. in the 36 years, or 285 lives. The value of the equipment "is at its greatest," says Sir Alan, "in affording protection against the risk of failure to act upon, or of misinterpreting, the distant signal at caution, which may well lead to a collision or turn-out derailment at high speed. The positive link which control apparatus provides between wayside signals and the footplate renders it of special assistance to drivers as a safeguard against major accidents, in addition to its reinforcement of their vigilance and confidence at all times and under all conditions of visibility."

After detailing the circumstances of the development of its own apparatus by the former Great Western Railway and the other equipment in use in Great Britain, already fully described in our pages, the report remarks that: "it may be suggested that expenditure would be better directed to other forms of signalling improvement, e.g., colour-light signalling and track circuiting, which also facilitate the driver's task and in addition



Comparison of fatalities from 1920-1948

tion prevent signalmen's errors, as well as improving capacity. If the expenditure were anything like comparable, there would be something to be said for this argument. That, however, is not the case. Estimates for colour-light multiple-aspect signalling, with continuous track circuiting, amount to several thousands of pounds per track-mile, whereas it should be possible to apply warning control including engine equipment, at the cost of hundreds. . . . There are substantial grounds for the extension of such equipment and it deserves high priority in relation to other operating and signalling improvements, particularly as the majority of railway mileage is likely to remain signalled under the semaphore system for a long time; even the isolated, though useful, colour-light distant involves considerable expenditure. It is to be hoped, therefore, that, in present circumstances, early decisions may be reached, with a time limit if possible on further research, as to the most suitable form of automatic train control equipment of warning type for general adoption under multiple-aspect as well as semaphore signalling. This should facilitate consideration being given to initiating a programme of extension, where most appropriate, of this valuable safeguard, which has already proved its worth and reliability, and will be welcomed by the footplate staff of the country."

Effects of the War and Overcrowding

The report stresses the fact that the Gidea Park, Doncaster, and South Croydon collisions probably would not have occurred but for the inevitable postponement of colour-light signalling schemes, nor would the Polesworth and Bletchley derailments have happened but for the load of track maintenance arrears, in one case influencing the staff psychologically. "It is not unfair to attribute both derailments," says Sir Alan, "to misjudgment in the dilemma which faces engineers in their desire to avoid imposing speed restrictions to the detriment of operating efficiency while not asking too much of track no longer in first-class condition."

Overcrowding increased the incidence of casualty in some cases, and had it not been for the war some carriages involved would have been scrapped. New construction has not been able to overtake arrears. For the five years 1935-39, main-line company coach renewals averaged 2,692. This fell to 405 for 1940-45, with a minimum of 116 in 1943. In 1946-47 2,068 new vehicles were put into service but, with the damage done in accidents, the total stock had decreased by 4,600, or 7.6 per cent. at the end of 1947, compared with the end of 1939.

SAN PAULO PAY-OUT APPROVED.—Reuters reported from Rio de Janeiro on July 26 that the Brazilian Senate Finance Committee had approved payment of the £6,638,000 recognised capital of the San Paulo (Brazilian) Railway Co. Ltd. Further approval will be required by a plenary session of the Senate and by the President.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Continuous Brakes for Freight Trains

"The Gyles House,"

Pittenweem, Fife. July 16

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have heard of a proposal that all new rolling stock should be fitted with continuous brakes so that, eventually, all freight trains in this country would be able to travel at speed, thus increasing track capacity and giving better service.

However, it would appear that some railwaymen are very much against such a proposal. They contend that delays in sorting and making up trains in large yards would more than offset the advantages of fast running on the main lines. One man was heard to remark that whereas he had eight engines in service now, he would require twenty if all wagons were fitted with continuous brakes.

What are the facts? Would there be great delay in shunting operations and, if so, why? Would track capacity be increased and service improved—if not, why not?

Yours faithfully,

G. RICHARD PARKES

Scope for Improved Connections

211, Croydon Road,

Beckenham, Kent. July 1

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Your correspondent, Mr. Carpenter (June 25 issue), mentions that consideration should be given to the question of dovetailing services on the G.C. Section with those of parallel routes. Whilst fully appreciating his remarks, I feel that such dovetailing should be carried out not only in respect of those services, but in relation to the railway system as a whole. The time which is wasted of necessity by many passengers having to undertake cross-country journeys makes such co-ordination a matter of urgency.

There are many examples, but I quote only one—the unfeeling regularity with which the L.M.S.R. (now L.M.R.) has for years failed to arrange for West of England departures from Birmingham to coincide with arrivals from the Liverpool and Manchester area, and *vice versa*. Even the absorption of the L.N.W. and Midland Railways into one unit did not improve this defect.

This is one of the problems that should receive immediate attention, as a result of which it may be possible to say that British Railways really provide service for travellers.

Yours faithfully,

JAS. F. O. SPENCER

Locomotive Power Classification

7, Elm Grove,

Grantham, Lincs. June 23

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Whilst agreeing with Mr. Wells' statement in his letter in your issue of June 18, that attention be directed towards a uniform classification of locomotives, I do not agree that his suggestion is the best solution to the problem.

The real need is to provide a short symbol for each class of locomotive to enable reference to be made to that class in all manner of publications, such as maintenance instructions, accountancy documents, parts lists, loading circulars, route availability lists, etc., without fear of confusion of classes.

Consider the following examples from the instructions regarding "X" repair examinations in the paper read by Colonel H. Rudgard to the Institution of Locomotive Engineers in January, 1947:—

"L. & Y. class 2 radial tank."

"Standard 7F 0-8-0 tender."

"Class 4P 4-4-0 standard compound."

How can a standard 7F 0-8-0 tender engine be distinguished from a non-standard 7F 0-8-0 tender engine except by personal knowledge of the appearance of the engines? The first condition is that the class symbol must be such that it can be inscribed on each individual engine.

The simplest system is to put all classes in a straightforward numerical or alphabetical series, and when the total number of classes is about 30 or 40, this would be satisfactory, e.g., the old N.E. system. With a larger number of classes, some means of avoiding large numbers for class symbols and sub-dividing the series is desirable. The old L.N.E.R. system, which sub-divides by wheel arrangement, the one item always quoted when describing a locomotive and easy to identify, is ideal for the purpose. To complicate this symbol, which is purely to

identify a class, by adding symbols defining the power of the class is wrong. If the power class is included it is logical to go a stage further and add a symbol for route availability, which is every bit as important from the operating point of view, and so the class symbol becomes more bulky, less easy to remember and more liable to errors in transmission of messages.

I am in favour of the old L.N.E.R. system for identifying classes, and if it were adopted it should be borne in mind that tender engines were given the lower numbers in each series and the tank engines followed, usually after a gap. It might be desirable to start the tender engines at 1 and the tank engines at 50. Should the number of wheel arrangements exceed 26, it would be legitimate to modify the scheme by such devices as including 4-6-4 with 4-6-2 in one letter and all Garratt locomotives in one letter.

The L.M.S.R. system of power classification is satisfactory and could easily be adapted to cover all regions. The old L.N.E.R. system for freight loading was similar, and all freight and some passenger engines carried a number on or near the front buffer beam indicating the "load class."

Route availability was denoted on the G.W.R. by circles of colour on the cab side and on the L.N.E.R. by a number preceded by "R.A." on the cab side. Of the two, the old L.N.E.R. system seems capable of wider application.

Diesel, electric, and other locomotives could come into the general scheme by using "DM" for diesel mechanical, "DE" for diesel electric, "EL" for electric, and "GT" for gas turbine locomotives, together with a number. Division by wheel arrangement is not justified because of the small number of wheel arrangements, and because the wheel arrangement is not so outstanding a feature or such a natural sub-division as with steam locomotives.

With a positive method of identifying classes, tables of route availability and loading are simple to compile and use, and are much to be preferred to some compromise class identification which attempts to include load class.

Yours faithfully,

JACK L. SMITH

Reservations in Three-a-Side Stock

24, Third Avenue,

Bradford, Yorks. July 18

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Pending any announcement by the Railway Executive on the subject of the "Six-per-compartment" reservation controversy, I should like to set the same scene as your correspondent "T.H." (July 16 issue), albeit in a somewhat different light.

It is not possible to reserve a seat on just *any* train, but regular long-distance travellers like myself do greatly appreciate the added comfort of a *whole* seat and the peace of mind which is resultant from the knowledge that we are, by our own forethought, assured of a seat.

Let me hasten to add that today it is not only the Public Relations Officer and the Board of Trade Efficiency Expert that can secure such a reservation, but it is you and I and "T.H."

I defy anybody to travel "very comfortably" with eight passengers to a third class compartment, and I would most earnestly suggest that another time, instead of devoting his inventive genius to simple locking devices, "T.H." uses forethought, and ensures himself a comfortable journey.

Yours faithfully,

WM. J. FULWELL

Inter-Regional Working

London. July 18

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Referring to the letter—which was almost *à la* Bevan in tone—from Mr. Gilbert Matthews in the July 9 issue, following my recent criticism; Mr. Matthews, on the defensive side, can safely write above his own name, but there are obviously very good reasons why I should do so under a *nom de plume*.

Let me at the outset make it quite clear that it does not necessarily follow that I have a direct association with the Western Region; the term, Superintendent of the Line, can be regarded as generic for any of the departmental operating heads.

The fact that matters of policy relating to inter-regional working are dealt with at a morning telephone conference is not denied, but Mr. Matthews carefully qualifies his comment on day-to-day operating matters, the point of my letter, with a "so far as I am aware." You can take it from me that certain operating personnel at the R.E.C., at one level or another, are short of work and attempt to influence through that channel those matters which always were and still should be negotiated direct between the Superintendent of the Line,

the Superintendent of Operation, the Superintendent, the Operating Superintendent, or the Chief Operating Manager, as the case may be.

I am aware of an instance which occurred only a few days ago and, let it be noted, the Western Region was affected; but to quote specific cases would destroy the anonymity which it is desirable to preserve. In any event it is unnecessary.

Having drawn attention to the matter, it is to be hoped the R.E.C. will leave such questions as transits, quotation of services, and adequacy or otherwise of the freight service at certain exchange points, for negotiation between the regional superintendents' offices, and not act as a braking intermediary or be, in ordinary parlance, a "post-office."

Yours faithfully,

R. E. CHECK-ACTION

Streamline Trains

70, Rowlands Avenue, Hatch End,
Middlesex. June 21

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—To those of us who admired the enterprise that brought into being the L.N.E.R. streamline trains of 1935 and 1937, and valued the exceptional facilities that they offered, the news that they have been brought out of their wartime hiding-places, split up into odd sections, and dispersed among trains all over the country, has been depressing in the extreme. It is little short of a tragedy to think of these magnificent vehicles, so costly to construct and among the most luxurious coaches ever built in Britain, reduced to the level of such services as from Manchester to Cleethorpes or York to Yarmouth!

Surely it might have been possible to marshal the cars into complete trains, to exact, if necessary, a small additional seat charge in addition to the ordinary fares, and to give a slightly higher than the present normal main-line speeds in exchange, without going back to the streamline speeds of 1935-39, which admittedly cannot yet be resumed in present track conditions? Why could not this stock have been used for the non-stop "Flying Scotsman," for example, thereby releasing some of the latest post-war coaches for the Kings Cross—Leeds trains, which are in need of improvement? Or could not some of the streamline sets have been leased to the Pullman Car Company, by special arrangement, for use on the reinstated "Queen of Scots"? Trains of this description would have fitted in perfectly with the Pullman plan of serving meals to passengers at their seats, and would have provided even more luxurious accommodation than any existing Pullman stock.

Yet another idea which I have heard suggested is to use

these trains for Continental and Transatlantic boat services, irrespective of the Region concerned, and thus to give the best possible impression of British railway travel to those visiting our shores, and to Americans in particular. Even if the present indications seem to be that we are not again to see high-speed streamline trains in Great Britain—notwithstanding their spectacular success across the Atlantic—it is much to be hoped that the matter of the ex-L.N.E.R. streamline stock may be reconsidered, and these trains put to some appropriate use as complete units, before it is too late.

Yours faithfully,

CECIL J. ALLEN

Model Railway for Servicemen in Germany

348 Railway Operating Squadron, R.E.,
Hobart Barracks, Detmold,
B.A.O.R. 15. July 20

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I wonder if I can appeal for assistance through the medium of your paper. I know that a good percentage of your readers were in Railway Operating Units during the war and, at least, will be sympathetically interested.

I am trying to build a model railway to assist in training National Service soldiers coming in, and for giving pre-vocational training to them going out. This is taking the form of approximately 144 ft. of "00" gauge, with six signal boxes, comprising two double and three single block sections.

There is, of course, no Army grant to cover building of this type of thing, and, while we have built the foundation for the track, station buildings, etc., and have obtained the block instruments, the purchase of track, rolling stock, and locomotives is likely to prove a heavy drain on unit regimental funds.

I wonder, therefore, if any of your readers could assist in giving or selling to us at cheap rates old track, locomotives, and rolling stock. We have a certain number of technicians, who could repair broken parts, etc. Any stock that could be given should be addressed to my private address—Major G. Wilkinson, M.B.E., R.E., c/o 1, Eight Acres, Hindhead, Surrey—where I can obtain an export licence to bring it out here. Any letters should be addressed to me at my regimental address at the head of this letter.

I can assure you any assistance will be greatly appreciated by the young soldiers, who are, of course, also railwaymen in civil life, under my command.

G. WILKINSON,

Major, R.E., O.C. 348 Railway Operating Squadron, R.E.

Publications Received

The Hundred of Manhood and Selsey Tramway, later known as The West Sussex Railway, 1897-1935. By Edward C. Griffith. Published by the Author. Farnham, Surrey: 23, Downing Street. 8½ in. × 5½ in. 42 pp. Illustrated. Price 4s. 6d. —This booklet (by the author of the "Basingstoke & Alton Light Railway") is an interesting and accurate survey of a steam-operated line built with Statutory powers, which was a financial success until the 1914 war. Uncomfortable petrol railcars failed to meet bus competition, and the railway was abandoned in January, 1935. Its story should be secured by all who are fascinated by minor railways and their locomotives.

Highway Bridge Design. By David Y. Hill. London: Charles Griffin & Co. Ltd., 42, Drury Lane. 9 in. × 6½ in. 264 pp. XVI plates. Illustrated. Price 42s.—As its title states, this text book is not strictly of primary railway interest, except in so far as road overbridges are concerned. This type of bridge is, in fact, specially mentioned, and, to meet railway considerations, such as non-interruption of traffic, shallow girders and decking to meet limited headroom, the concrete-encased girder design is recommended. Normally, steel joists for spans up to 30 ft. or built-up girders for larger spans, with jack-

arching between them, are used, but to meet restricted headway closely-spaced multiple joists of shallow depth embedded in the concrete decking are available. There is, however, an ample store of information in this work applicable to bridges of all kinds; much of it can be adapted to meet railway needs, especially in respect of reinforced concrete structures, roller and rocker bearings, and expansion joints. Such subjects as abutments and wing- or return-walls, to which a chapter is devoted, are also applicable to railway work, as is the architectural design of concrete bridges generally. There are many excellent illustrations, diagrams and valuable formulae and tables. Theory and practice are admirably blended by the author.

The Chester & Holyhead Railway. By J. M. Dunn. South Godstone, Surrey: The Oakwood Press, Tanglewood. 7½ in. × 4½ in. 60 pp. Illustrated. Paper covers. Price 5s. 6d. net.—The centenary of opening of the Chester & Holyhead Railway prompted the author, who has intimate local knowledge, to record the history of this important part of the route of the Irish Mail. The scenic attractions of the route are well known, and the author has not indulged in a description of the varying country through which the line passes, but rather has confined his attention to the many engineering works involved in tra-

versing a territory of which the 43 miles between Holywell Junction and Bangor cost more to maintain than any other continuous length of line of similar mileage on what was the L.M.S.R. The author is a railwayman, and this is essentially a book for those who have more than a passing interest in railways. As with other productions of the Oakwood Press, it is well produced and well illustrated. There are appendices listing dates of opening of every section, locomotives used, and other interesting features, and a gradient profile is given which covers the whole line and its branches.

French Railways Summer Service.—A useful summary timetable of the principal express connections between London, France, and other Continental countries, and between Paris and Scandinavia, has been published by French Railways Limited, 179, Piccadilly, London, W.1. A double-page map covering the main lines represented in the timetables shows distances in kilometres between important stations. Among the illustrations appearing on several art pages in the timetables are pictures of French main-line steam and electric locomotives and railcars. The timetables, notes, and general information are printed in English and follow the usual international conventions in the manner of indicating sleeping cars, restaurant cars, through carriages, and so on.

The Scrap Heap

NATIONALISED HEALTH

The National Health Service will cost Dunlop an extra £100,000 a year for its employees in the United Kingdom.

WELCOME WITHOUT WORDS

British Railways have decorated 20 stations, including the London main-line termini, with flags and bunting for the period of the Olympic Games.

FOURTH CLASS CARRIAGES

The following correspondence has appeared in recent issues of *The Sunday Times*—

SIR.—In 1914 the return fare from London to Bournemouth was 12s., it is now 29s. 4d. It was also possible to do the single journey in two hours, but now the fastest train takes about two-and-a-quarter hours.

The "Regulation of Railways Act, 1844," which has never been rescinded, states:—

"All railways in the country are compelled to run at least one train a day, serving every station, including enclosed carriages for third-class passengers at a fare of one penny per mile."

It is a fact that fares are too high for people of moderate means, and there does come a time when it pays better to get more passengers at a low price than a very few at an excessive rate.

Boscombe.

OWEN ELLUM

SIR.—The way to make the railways pay is to reduce the fares. Last week end I paid 1s. 10d. for a single ticket by train. The return journey by bus cost me 9d. The train fare from Oxford to London is about three times the bus fare.

Oxford.

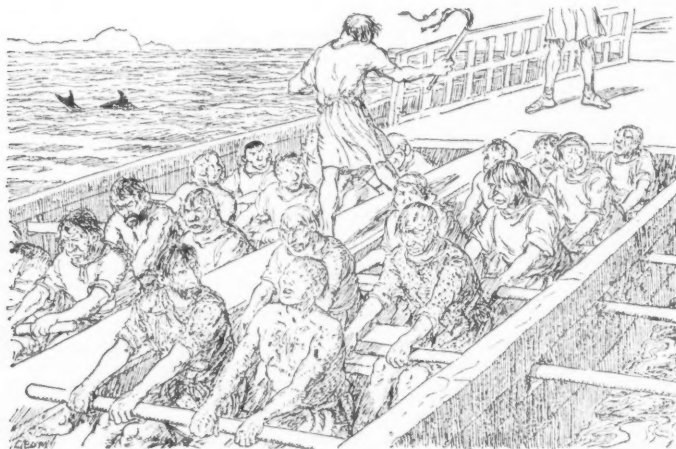
A. R. WOOLLEY

SIR.—In answer to your correspondent Mr. Owen Ellum, I would like to say that I joined the railway as a booking clerk in 1914 at 18 years of age and received 11s. a week for a 12-hr. day. I was stationed 70 miles from my home town without lodging expenses, and the cheapest "digs" I could get were 13s. a week, so that my parents had to supply the extra two shillings a week.

Yes, there were certainly cheap fares in those days, but...!

Liverpool, 17.

J. P. S.



"I thought you said that under nationalisation the galley would belong to us"

[Reproduced by permission of the proprietors of "Punch", 1948]

UP THE GARDEN PATH

In a recent freak accident at Cornwall, Ontario, a C.P.R. shunting locomotive pushing nine empty box wagons ran wild in the street, its regulator jammed and its brakes out of action. Travelling at about 20 m.p.h., the locomotive and vans emerged from a siding. The vans successfully negotiated the curve on to Pitt Street, but the locomotive jumped the tracks, turned on its side, demolished a car parked at the kerb, extensively damaged a small lorry standing in a drive, and narrowly missed crashing into the veranda of a house. No one was seriously injured, but a woman standing on the veranda who saw the locomotive careering into the garden was treated in hospital for hysteria.

100 YEARS AGO

From THE RAILWAY TIMES, July 29, 1848

LONDON, BRIGHTON, and SOUTH COAST RAILWAY.—The shareholders are respectfully informed that the opposition of their co-proprietors to the Bills for subscribing £300,000 to the Direct London and Portsmouth Railway, and £75,000 to the establishment of steam-boats to France has proved successful. A large body of shareholders consider that great reform is wanting in the management and direction of this railway. It is therefore proposed that a MEETING of shareholders friendly to such reform shall be held at the Hall of Commerce, Threadneedle-street, London, on MONDAY, the 7th of AUGUST, at Twelve o'clock precisely, for the purpose of considering and deciding on the steps to be adopted to insure a better and more prosperous administration of the affairs of the Company.

Shareholders who may be unable to attend are requested to communicate with Mr. Hewitt Davis, 3, Frederick's-place, Old Jury, London.

SLIM SAYS SALUTE

The man behind a new drive for super-efficient railway police is General Sir William ("Burma") Slim. As Deputy-Chairman of the Railway Executive he is "chief constable" of the force; he wants it to be second to none.

Newest order from his H.Q. is for the railway police to adopt the Army pattern salute. It is not likely though, I understand, that formal drill parades will be held.

The few among the 3,600 men and women who are not acquainted with its performance will probably have private tuition from ex-Army and A.T.S. colleagues.—John Carpenter in "The Evening News."

NATIONALISATION NOT WANTED

A survey of 500 newspaper editorials conducted by the Association of American Railroads shows that not one has declared in favour of the proposal for Government ownership and operation of the United States railways, which was put forward recently by the unions.

LAST OF THE V.I.P.'S?

Now that air priority bookings have been abolished, who are the privileged travellers left in this country?

The system of reserving railway sleeper berths for people recommended by Government departments ended last February. But M.P.s, Peers, and Ministers can still book berths.

No specific proportion of berths is reserved for them. British Railways know from experience when they are likely to travel, and keep back a few reservations.

Entitled to reserved day compartments are Ministers of State, judges, and high-rank diplomats. Reason: they may have important papers to read which should not be flourished in a public compartment.—From the "Evening Standard."

BUSINESS FAILURES

The number of business failures is steadily increasing. In the three months ended June 30 bankruptcies in the United Kingdom numbered 747, compared with 634 in the first quarter of this year. For the whole of 1947 the number of failures was 718, and in 1946 there were only 370 bankruptcies. The quarterly average in 1938 was 850. We are rapidly approaching that figure now.

An analysis of the official bankruptcy records is now being published by *Kemp's Mercantile Gazette*, from which the above figures are taken. It shows that failures have been particularly numerous in the building and timber trades, garages, and motor workshops, printing, stationery, and publishers, farming, iron, steel, and engineering, electrical and wireless trades, and "miscellaneous" businesses. All these groups are likely to be among the first to feel the effect of the disinflationary policy, which the Chancellor described this week as having brought "some slight relief" from the pressure of home demand.—From "The Manchester Guardian."

FOUR BELLES

There's one runs thrice daily to Brighton,
She's forty this year, if a day,
But she's right up to date, all-electric,
Smartly tailored, and cheerful and gay.

Come with me for a trip down to
Bournemouth,
Where sand, sea, and pinewoods all meet;
Doze and dream through the cornfields
and forest,
That is, if there still is a seat!

If you wish to be wafted to Devon,
There's one leaves precisely at noon
From Waterloo (No. 10 platform),
With a sleek observation saloon.

Salute to the Lady of Thanet,
The baby of all this array!
She's a sight for sore eyes to the Kent folk,
As she goes on her Pullmanic way.

Yes, the Belles of the rail are delightful,
They really are queens of the track;
They lure us from London to lei,
But also, alas, they come back!

A. B.

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

NEW SOUTH WALES

Year Ends with Better Traffic

A report issued by the Commissioner for Railways covering the quarter ended December 31 last shows an increase in earnings of £1,823,439. Gross receipts were £9,484,491, while expenditure rose by £1,279,155 to £7,441,896. The operating ratio fell from 80.44 to 78.46 per cent. Passenger journeys and goods tonnage both increased, and with 264,953 more passengers carried, the coaching earnings rose from £3,218,259 to £3,739,743. Goods traffic increased by 301,613 tons and produced earnings of £5,115,645, comparing with £3,948,785 in the previous year.

WESTERN AUSTRALIA

New "Westland" Train for Inter-State Service

A new "Westland" train has been introduced on the Perth-Kalgoorlie route, which forms the Western Australian link in the Inter-State rail service operating between Western and Eastern Australia. The first class coaches in use are those described in *The Railway Gazette* of April 4, 1947, while the second class coaches are older vehicles thoroughly overhauled. The whole train has been painted externally with the department's new standard colouring of cream and green, and presents a striking appearance. Passengers travelling in the new train have been loud in their praise of the appointments in the new cars, and the train is regarded as superior to any other in the Commonwealth.

UNITED STATES

Through Pullman Services Curtailed

Various cuts in through Pullman car services to the South-West have been made since the spring of this year. On July 16 the through vehicles between New York, Houston, Dallas, and Fort Worth were taken off, which ended all working of this nature through St. Louis via the New York Central and the Chesapeake & Ohio. This has enabled the New York Central to discontinue two trains between New York and St. Louis which lately had included only two through sleeping cars. In addition to the small through traffic offering, the reduction has been prompted by restricted supplies of new sleeping cars, which are not available in sufficient numbers for through services. It is expected that some of the facilities will be restored when current rolling stock orders are fulfilled.

Passage of Reed-Bulwinkle Bill

On June 17 the House of Representatives passed the Reed-Bulwinkle Bill which exempts the railways from prosecution under the anti-trust laws in connection with rate agreements which have been approved by the Interstate Commerce Commission.

President Truman had opposed the Bill, claiming that it represented a departure from the policy of regulated competition in the transport field; but both in the House of Representatives and previously in the Senate, the voting attained the two-thirds majority in favour of the measure necessary to override the President's veto.

A commentator in the *New York Times* has observed that the measure will render the system of rate making in the

field of railway transport more effective and workable. Much of the uncertainty and confusion prevailing in the railway industry as a result of anti-trust actions would be removed and the measure, which reaffirms the position of the I.C.C., means that the railways may obey the orders of that body without challenge by the Courts.

ARGENTINA

Revised Rates Forecast

The Special Railway Committee has announced again that new passenger and goods rates, based on a uniform structure, will be placed in force at the earliest possible moment on all the railways in the country.

Labour Troubles

A short-lived strike of enginemen took place on five sections of the Buenos Ayres Great Southern Railway at the beginning of June. The men stated that they considered that the new conditions of employment were not being adhered to.

On the Central Argentine and Buenos Ayres Western Railways, a strike of power house and electric running shed men was averted at the last minute. In this case the discontent was caused by alleged delay in establishing working conditions for the employees of electrification departments.

FRANCE

S.N.C.F. Results

At the annual general meeting of the French National Railways Company recently, the shareholders approved the accounts for the year 1947. M. Marcel Flouret, President of the Board of Administration, stated in his address that the results of the year's operations had been satisfactory, despite the economic difficulties of the country. The S.N.C.F. doubtless would have balanced its budget had it not been for the labour troubles, which involved the railways in the general strike. The deficit of fr. 3,564 million (£4,125,000 at fr. 864 to the £) represented, in fact, only 2.5 per cent. of the total receipts.

Although reconstruction of the railways was far from concluded, it had made great strides during the year. Operations had been resumed almost everywhere, and great improvements had been achieved. The dearth of rolling stock and other material had not proved to be a bottleneck likely to strangle the national economic recovery, as had been feared.

Ton-kilometres, despite rolling stock shortages, had surpassed by 40 per cent. the total of 1938; while passenger-km. were 42 per cent. above the pre-war period. These results had been achieved by a labour force nearly 8,000 less than in 1946, and about 27,000 less than in 1938.

SOUTH AFRICA

Record Tonnage in 1947-48

During the financial year ended March 31, 1948, the total tonnage of all classes of traffic (including livestock and free-hauled) conveyed on the administration's lines amounted to 52,614,456 tons, while the train- and engine-mileage for the same period was 100,540,743 miles. These figures reflect an increase of 2,701,123 tons

and 3,706,734 miles respectively over the figures for the preceding financial year, and represent the greatest tonnage ever carried on these railways.

This is the first time that total tonnage hauled has exceeded 50 million tons, and also the first time that train- and engine-mileage has exceeded 100 million train-miles.

House Ownership Scheme

The administration has notified the staff that owing to the heavy demand for loans during the current financial year, the funds voted by Parliament for the purpose of housing loans have been absorbed. Consequently all applications for loans under the housing scheme will have to stand over until further funds become available. All applications are in the meantime being recorded.

The S.A.R. & H. House Ownership Scheme was introduced in November, 1937, and up to the end of the 1946-47 financial year, the total number of houses acquired was 3,361, at an expenditure of £4,821,614. Figures are not yet available for the financial year 1947-48.

EAST AFRICA

Mombasa Traffic Possibilities

Mombasa Port has almost doubled its handling capacity since pre-war days. Captain C. W. Hamley, the Port Manager, has given the total tonnage handled in 1939 as 1,913,027, compared with 1,505,837 in 1946 and 1,871,014 in 1947; and pointed out that between November 1 last year and April 30 the port handled 1,171,861 tons.

On the railway side it is believed that the maximum of seven trains a day between Mombasa and Nairobi could be exceeded. Mr. C. W. Leverett, District Traffic Superintendent at Mombasa, said breakdowns and other causes brought the average for the line down to 5.5 trains a day. More locomotives and wagons—due at the end of the year—would make it possible to exceed seven a day, with the provision of new crossing stations.

American bogies and open wagons, and the nine new locomotives received in the last nine years, had given much maintenance trouble, he said.

RHODESIA

C.T.C. Installation

A system of centralised traffic control is to be installed over the Bulawayo-Gwelo section, the growth in the volume of traffic having necessitated increasing the capacity of the track.

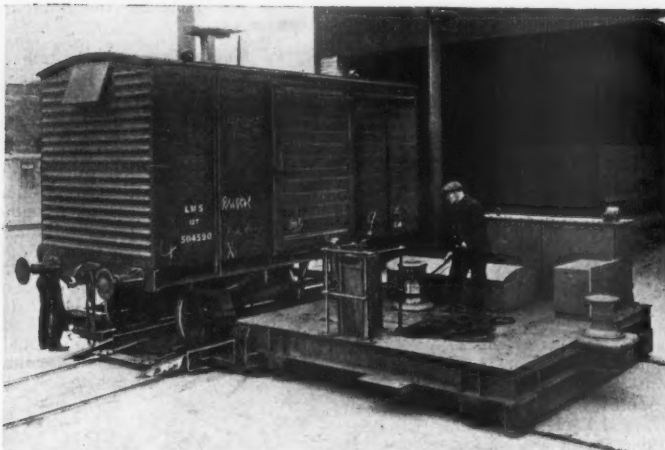
Pension Funds Problem

Now that the Southern Rhodesia Government has acquired the share capital of the Rhodesia Railways, there has to be faced a problem relating to two pension trust funds created by the railway company. It was a condition of the funds that they should be wound up in the event of the company being liquidated, but neither the Government nor the employees' unions wish this to be done. Both favour the presentation of a Bill in the House of Commons to permit the transference of the trust funds to Rhodesia.

The unions, however, desire the Bill to include provision to allow employees who so wish to draw their pensions when the company is liquidated, but the Government is not in favour of this provision on the grounds of cost and the possibility of loss of manpower from the railway service.

Handling of Railway Freight*

Increased efficiency, with economy in manpower and lower working cost, obtained with mechanical equipment in goods shed operation, goods yards, and warehouses



Wagon traverser, self-propelled with 20-ton capacity capstan, to facilitate transfer of wagons from one track to any other

THE railway problem is to get the numerous types of goods traffic from consignor to consignee by the most efficient means at the lowest possible cost. This, except in the case of a full truck load, entails handling traffic passing to private sidings and/or railway goods depots, i.e., despatch and reception points. In some cases, traffic also has a third, intermediate or transfer handling, although the development of railway zonal schemes with complementary collection and delivery services by road motors is steadily reducing the volume of traffic flowing through such tranship stations.

Terminal services account for a considerable portion of the throughout costs of railway goods traffic. Imagine a railway road vehicle, collecting smalls traffic on a regular round, bringing to the station for despatch 30 packages ranging from a quarter to a few hundredweight of all shapes and sizes, which, after checking, have to be transferred from the lorry into, possibly, 30 separate wagons located in various roads in a goods shed.

Multiplicity of Destinations

In giving consideration to this problem, one must apply the four criteria of practicability, speed of operation, safe handling, and economy as fundamental bases. Only those with experience of goods depot work can appreciate the difficulties.

In their design and local conditions, no two railway depots are alike. Methods which would be appropriate in one would be ineffective in another, and to this extent labour-aiding schemes, such as those adaptable to factories, would be inapplicable to the requirements of the goods depot. This arises mainly from the multiplicity of destinations and the variety in the size and weight of the goods to be handled.

Fundamentally, the problem of movement of traffic at large sheds resolves itself into the possibility of either elimin-

ating walking time and/or increasing the load conveyed per journey and speed of movement over platforms, bearing in mind that almost half of the manpower effort is in returning to loading points with empty platform trucks.

From the advent of goods sheds there had been until comparatively recently no material change in the method of handling and transporting packages over platforms by means of hand trucks. It will be appreciated, therefore, that at goods sheds without the benefit of mechanisation, the larger the goods shed, the more expensive becomes the handling of miscellaneous traffic as a consequence of the longer trucking distances, and the greater need for sorting.

Bulk Movement of Goods

As a result, research has been directed towards the elimination of unproductive effort involved in trucking packages long distances, with comparatively small loads, by the introduction of bulk movement of goods. Two large goods sheds have been constructed, embodying extensive mechanisation.

First, there is an appliance known as an unloading machine, which consists of a power-driven belt from which packages run on to a series of free rollers for sorting. The machine is constructed to enter the doorway of a wagon, and the capacity of each machine is about 10 tons per hour.

After sorting, packages are conveyed for direct loading to wagon by electric tractor and internal station drays, and, similarly, packages for delivery in the town are transported for loading over a sorting deck to the appropriate road vehicles.

To obtain the advantages of direct loading of forwarded town traffic from road vehicle to wagon, tranship traffic was dealt with in a similar manner, and for this reason the outward wagon runs are served by cartways instead of platforms. Other types of mechanical development to convey goods from truck to road vehicle are provided for simultaneous unloading of groups of wagons

direct to slat-conveyor, 3 ft. wide, operating at a speed of 40 ft. per minute.

Work is now proceeding on a scheme on similar lines authorised for Bristol Temple Meads. This is the largest covered goods shed in this country, and it handles over 50,000 articles of miscellaneous traffic daily. In this case, tranship traffic fed by slat-conveyor to sorting pierheads, will be conveyed in unit loads to destination wagon by electric elevating platform trucks working in conjunction with stillages. Traffic for town delivery will be conveyed direct from wagon to cartage berth without further handling by slat-conveyor.

There is good reason to anticipate that the principle of conveyor working will be embodied wherever practicable in future reconstruction schemes.

Capstan and Wagon Mule

It is impracticable for locomotive power always to be available even at the larger stations, and an economical and efficient method of re-setting shed roads, where several movements of wagons are made daily, is by capstan. The capstan can be moved in the forward direction, stopped or reversed as required, and can be operated by push-button control from any convenient point.

A further development of the capstan is the wagon mule. This consists of a trolley carrying an arm which can be raised by remote control to engage with the buffer or the wagon. The mule then propels the wagon, again by remote control, and brings it to a stand in the desired position.

Before leaving the goods shed I would like to speak about a modern type of wagon traverser provided to facilitate the transfer of wagons from one track to another. This appliance is powered by a 30-h.p. electric motor and is capable of travelling at a speed of 350 ft. per minute. It carries its own capstan.

The importance of making full use of the existing accommodation is obvious. We must plan vertically as well as horizontally, and generally, the volume of traffic stacked per square yard can be materially increased by the use of mechanical appliances.

Fork Lift Truck

The fork lift truck and pallet system of handling and stacking will play an important part to this end. It has already been demonstrated in railway warehouse working that appreciable economies in space and manpower can be effected with this appliance. It seems probable, moreover, that the general trend of design of this type of appliance for use in warehouses will favour the lighter type of machine of 1-ton capacity. There is also a wide field for its use in other phases of railway freight handling.

Goods Yard Traffics

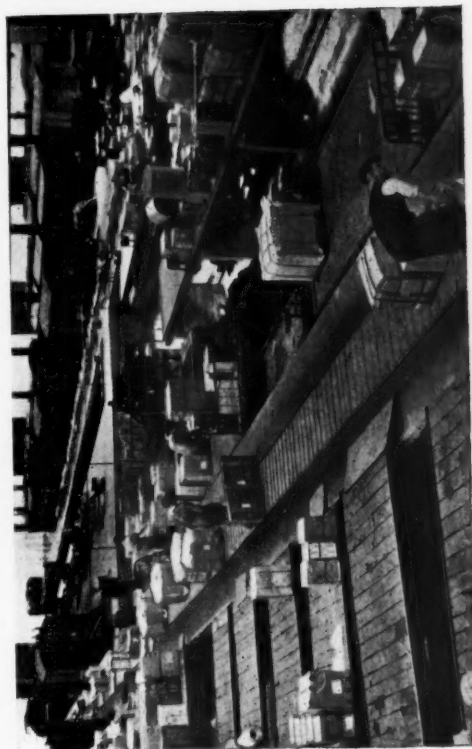
When examining the possibilities of mechanisation in goods yards, we may divide these into three traffic user categories: general, specialised, and container traffics. Traffic of a general character normally is dealt with by handling direct from wagon to road vehicle and vice versa.

Where some measure of craning is required, it is found that the mobile crane has provided an efficient service, enabling traffic to be dealt with in any section of the yard, and by doing so has minimised shunting operations.

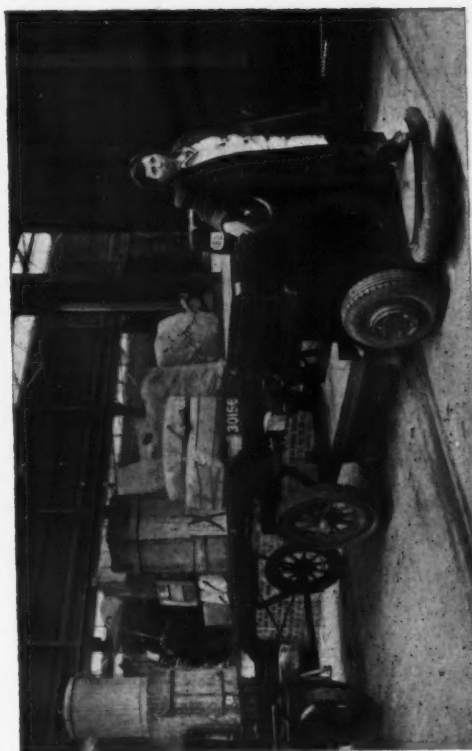
At some stations, where the full-time operation of a mobile crane is not justified, a semi-mobile unit known as the

* Abstract of a paper read by Mr. David Blee, M.Inst.T., Member of the Railway Executive and former Chief Goods Manager, G.W.R., on July 14, at the Mechanical Handling Exhibition organised by the journal *Mechanical Handling* and held at Olympia, London, from July 12-21.

Handling of Railway Freight



Sorting miscellaneous goods traffic from conveyor to road vehicle and internal station flats



Electric elevating truck used in conjunction with road vehicle as an articulated unit for bulk loads



Wagon unloading machine consisting of a power-driven portable conveyor rubber belt feeding free rollers



Power-operated shunting unit for the handling of light shunting work in goods depots

rudimentary crane has been used with advantage.

It does appear, however, that there is scope for the fork truck and pallet system in connection with certain classes of general traffic.

In respect of specialised traffic the heavy industrial areas come readily to mind, and particular attention has been paid to the layout of yards where quantities of heavy steel traffic are regularly dealt with. This traffic necessitates the provision of gantry cranes of high capacity varying from 10 to 50 tons with a high speed of movement.

At one busy station it was the practice to lower wagons containing heavy articles from the high (main line) level to the low (road) level and then to crane the traffic from wagon to road vehicle. Much time and labour have been saved since the installation of up-to-date gantry cranes serving both levels.

It may be that even with household coal the present laborious method of handling will be modernised and mechanised. Here I would suggest that there is a reward awaiting the producer, at an economic figure, of a device for discharging by mechanical means a wagon of coal and placing the contents into 1-cwt. bags in a manner acceptable to the Weights & Measures inspector. We are experimenting with an adaptation of the mechanical shovel for unloading coal from wagon to tipping cartage vehicle.

Increasing Use of Containers

The increasing use of containers during the past 22 years has been a notable development in railway practice, providing, as they do, a means of bulk handling with safer transit and reduction

special container yards to serve provincial centres, such yards to be specially designed for this purpose, equipped with overhead gantry cranes, capable of the expeditious handling of containers built to convey larger loads than at present, and in the not-too-distant future, trainloads of container flats working in scheduled services between large towns.

An Alternative

Where it is not possible to install capstans, we have provided a novel alternative, known as the *Locopulseur*, an autoshunting unit of unusual design capable of operating in yards where the layout is unsuited for tractor working. At one depot this appliance is successfully performing the work formerly undertaken by four shunt horses.

There is also scope for mechanisation at some of the larger parcels depots, and new types of trucks, tractors, stillages, conveyors, etc., are being introduced. One experimental machine has been developed to enable twice as many road vehicles to be dealt with in a restricted cart front as could be accommodated under normal methods of operation.

This consists of two rubber belts arranged in tandem. The first belt is for



A six-ton petrol-electric mobile crane lifting a weatherproof container with gravity discharge into hydraulic tipping vehicle

Thus, both belts are used to minimise the distance parcels have to be moved by the cartage and portering staffs, the unloading of traffic is accelerated to release the cartage vehicle more promptly, and the length of cart front is halved by virtue of the ability to transfer the packages



Fork lift truck with crane attachment



Fork lift truck placing pallet on stack

in packing costs. The railways already operate thousands of standard open and closed types, for such diversified traffics as household removals, meat, ice cream, bicycles, and building materials.

A recent development has produced gravity discharge containers specially constructed for handling bulk traffic. These are of two types, open for traffic not requiring protection, namely, roadstone, gravel and sand, etc., and a weatherproof type for such commodities as cement and lime. These appliances provide a throughout bulk service from point of origin to site, whether connected by private siding or not.

There is a wide field for substantial development in the future use of containers, and we envisage the provision of

the reception of parcels collected by the road vehicles, and the packages are loaded by the vanman on to it. The belt is moved by push-button control by the vanman when that portion of the belt nearest the road vehicles is fully loaded and more room on the belt is required. The second belt is under the control of the booking staff and both belts may be synchronised to move together.

It is thus possible for the booking staff to transfer the packages from the first belt to the second, making space on the first belt for the reception of another load of parcels from the next vehicle to arrive. As the packages on the second belt are booked and stamped the push-button control is used to bring more parcels within reach of the caller-off.

from the first to the second belt, i.e., two cartage loads can be accommodated in the width of one berth.

Almost unlimited scope exists for the introduction of the unit load system in the elimination of the handling of individual packages as a means of conserving manpower.

With an increasing use by manufacturers and others of the palletisation system of handling, unit loads can be dealt with at railway depots by means of fork truck, hand pallet trucks being used to manipulate the pallet inside the wagons. We have provided specially constructed stillage trucks to cater for 1-ton loads of tinplates on stillages, as there is an increasing tendency by manufacturers to adopt this form of packing.

July

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Restoration of Cologne Railway Bridge

Temporary double-track structure connecting the Main and Deutz stations



Reconstructed spans alongside the demolished Hohenzollern Bridge

A CEREMONY was held in Cologne on May 8 to mark the opening of a temporary structure crossing the River Rhine on the site of the Hohenzollern Bridge, which was destroyed by Hitler's orders in the closing stages of the war. The bridge connects the Main and Deutz Stations in Cologne, carrying important traffic to the North and West.

In the autumn of 1945, steps were taken to improve connections between the right and left banks of the Rhine via Cologne by temporary reconstruction of the South Bridge in that city and the Düsseldorf-Neuss railway bridge (see our October 18, 1946, issue). These measures, however, were inadequate for the traffic, and work

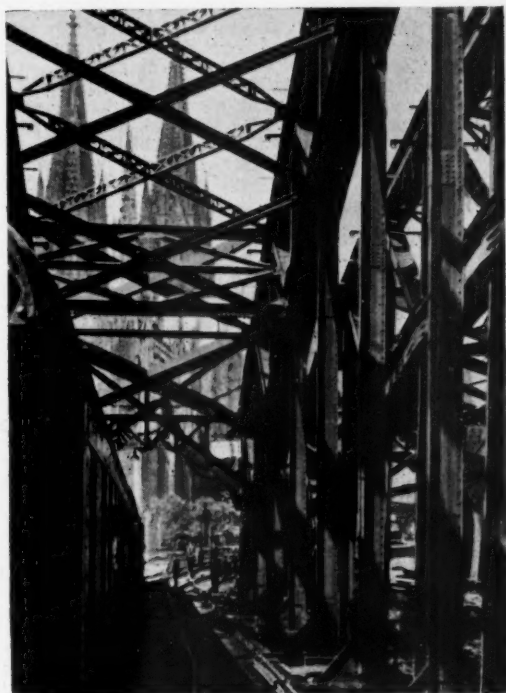
was begun in April, 1946, on rebuilding the Hohenzollern Bridge on a temporary basis. The restored structure has a double track and will carry primarily passenger trains running on the long-distance east to west routes. Goods traffic will be routed mainly via the South Bridge. The rebuilt bridge improves facilities for river traffic through Cologne, since the central span has an opening of 394 ft.

Speaking at the opening ceremony, Dr. Busch, General Manager of the Reichsbahn, recalled the fact that the situation of the main station at Cologne, in the immediate vicinity of the cathedral and surrounded by a densely-populated area, was far from ideal. There had been pro-

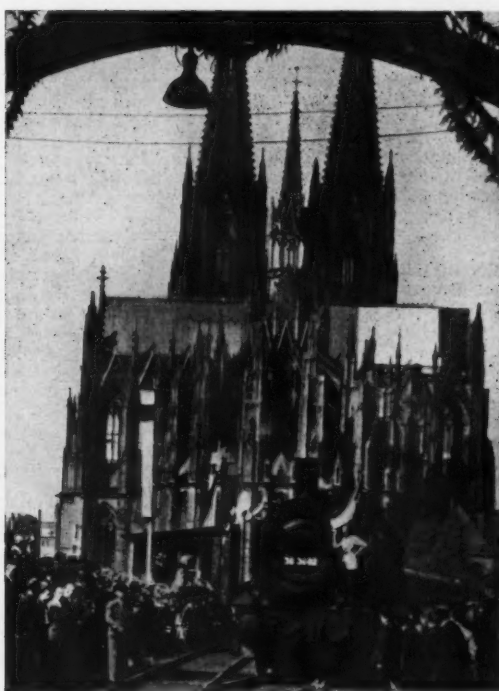
posals for removing the station to the outskirts of the city in order to avoid, at the same time, the present routing of main lines through the built-up areas. The desirability of this was conceded by the railway administration, but such a project would require several hundred millions of marks, extensive planning, and a substantial amount of building material. A number of years would be necessary to realise the scheme, during which Cologne would have been deprived of its natural importance as a traffic centre. For these reasons, it had been decided to restore a bridge connection on the site of the Hohenzollern Bridge until such time as the traffic problems of Cologne in general could be settled in detail.

Dr. Hans Hermann, of the firm which has built the bridge, also spoke at the ceremony. He recalled the restoration on May 3, 1946, of traffic across the South Bridge, which since then had been carrying 140 trains a day and had reached the limits of its capacity. On May 4, 1947, the left span of the former Hohenzollern Bridge had been raised and restored to accommodate shunting spur lines from the Main Station. In building the present bridge, a delay of three months in clearance operations had been made good. The efforts of German workers depended greatly on hopes of a brighter future, and were based on what might be achieved under the Marshall plan.

RAILWAY & CANAL SECURITIES (CONVERSION DATE) ORDER.—The Minister of Transport has made the Railway & Canal Securities (Conversion Date) (No. 8) Order 1948 (Statutory Instrument 1948 No. 1363), under paragraph 1 of Part II of the Fifth Schedule to the Transport Act, 1947. Copies of the Order are obtainable from H.M. Stationery Office or through any bookseller, price 1d. net.



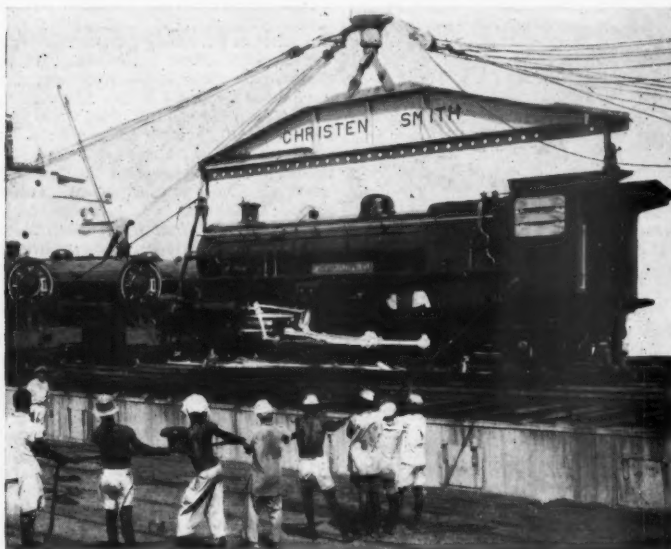
View of the bridge taken from a coach forming a part of the inaugural train



First train to cross the rebuilt bridge leaving Cologne Main Station. Cathedral in background

British-Built 2-8-2 Locomotives Arrive in Nigeria

The offloading and allocation to Northern and Eastern Districts of 20 Vulcan Foundry built "River" class locomotives



Offloading the fourth locomotive from the main deck

Photo

"Nigeria Magazine"

THE twenty 2-8-2 locomotives for the 3-ft. 6-in. gauge Nigerian Railway, which were completed this year by the Vulcan Foundry Limited and described in our May 7 issue, arrived at Lagos on May 31, aboard the ss. *Belnor*. To avoid interference with general wharf working at Apapa, the ship berthed at Ijora Wharf, at which colliers from Port Harcourt unload railway and other coal supplies, and 10 of the tenders were put ashore the same day.

At 11 a.m. on Tuesday, June 1, the first of the locomotives was offloaded and performed its first trial the next day. On Thursday, the same locomotive took a train load of half the rostered maximum to Ibadan, a distance of 120 miles, and successfully hauled a full load of 660 tons the following Sunday. Meanwhile, eight

locomotives and three tenders were offloaded the second day, and by 11.30 a.m. on June 5 the work had been completed.

By June 9, three of these "River" class locomotives had left Lagos for Zaria in the Northern District, 613 miles distant. The locomotives ran as a special train with only one of them in steam, and now the relaying between Jebba and Minna with 60-lb. material almost has been completed, they were able to work right through, though special arrangements had to be made and special speed restrictions imposed for certain bridges which have not yet been strengthened. These locomotives were to be followed by similar special trains daily, until all 20 of them were cleared. The Northern District has been allocated 8 of the new locomotives and the Eastern District 12,

though none is being sent to the Western District, as the Newfoundland class, which were delivered from Montreal last year, already are operating there.

First reports of the locomotives in service are that there is every indication they will be most satisfactory and that they have been welcomed by the running-shed staff. The new locomotives ride very comfortably and steam freely, and the simple and convenient cab layout already is popular with their drivers.

The specification for these locomotives, which was by Mr. T. B. Welch, Chief Mechanical Engineer, Nigerian Railway, and not as stated in our May 7 issue, by the Crown Agents for the Colonies, included a foreword explaining the reasons that had necessitated the exclusion of certain modern features in the design, which probably were giving excellent service on other Colonial Railways. It was necessary in Nigeria to operate locomotives which contained nothing that could not be easily comprehended by the African maintenance staff. Until the available staff had had many more years experience, it is stated, nothing but the very simplest unit could give service of the degree of efficiency demanded by present traffic conditions.

Similarly, it was realised that additional work would be caused in design and manufacture, by the small number of details of design which were interchangeable with any other class at present on the Nigerian Railway's books. Analyses of mechanical failures and repair bookings carried out during the last few years, had shown conclusively that drastic changes in design of certain details were necessary, and poor failure statistics were partly attributable to inexperienced staff ruining fittings which were not of the most robust manufacture or the simplest construction.

Analyses of repair bookings showed that certain details, notably axleboxes on some engine classes, were noted for attention with very considerable frequency and indicated that a drastic modification in design was an urgent necessity. Consequently, it was considered that any additional work accruing to the designers and manufacturers would amply repay the users and the Colonial Service, in the much longer periods it was hoped the engines would operate without repairs or attention.

SIR REGINALD HILL'S VISIT TO SOUTH WESTERN DOCKS AND WATERWAYS DIVISION.—Sir Reginald Hill, Chairman of the Docks & Inland Waterways Executive, visited the South Western Divisional waterways and docks on July 15 and 16, when he inspected the navigation and docks and their works, plant and other facilities, and presented prizes to the winners of the Executive's Efficiency Competition for lock keepers and bridge keepers on the Severn Waterway. His tour began at Stourport, whence he proceeded to Worcester and to Gloucester; a stop was made at Holt Lock on the Severn Navigation to present the silver cup and first prize to Lock Keeper Miles and the third prize to Assistant Lock Keeper Woodward. On July 16 the inspection started at Sharpness Docks and was continued along the Gloucester Ship Canal to Gloucester Docks. Later, the Severn Waterway between Gloucester Lock and Sandhurst was inspected. The second prize in the efficiency competition was presented to Bridge Keeper Taylor

at Frampton Splatt Bridge. During the visit Sir Reginald Hill met employees along the waterway and representatives of the Transport & General Workers' Union, and the opportunity was taken at the same time to study the various problems of improvement of the navigation and turn-round of craft.

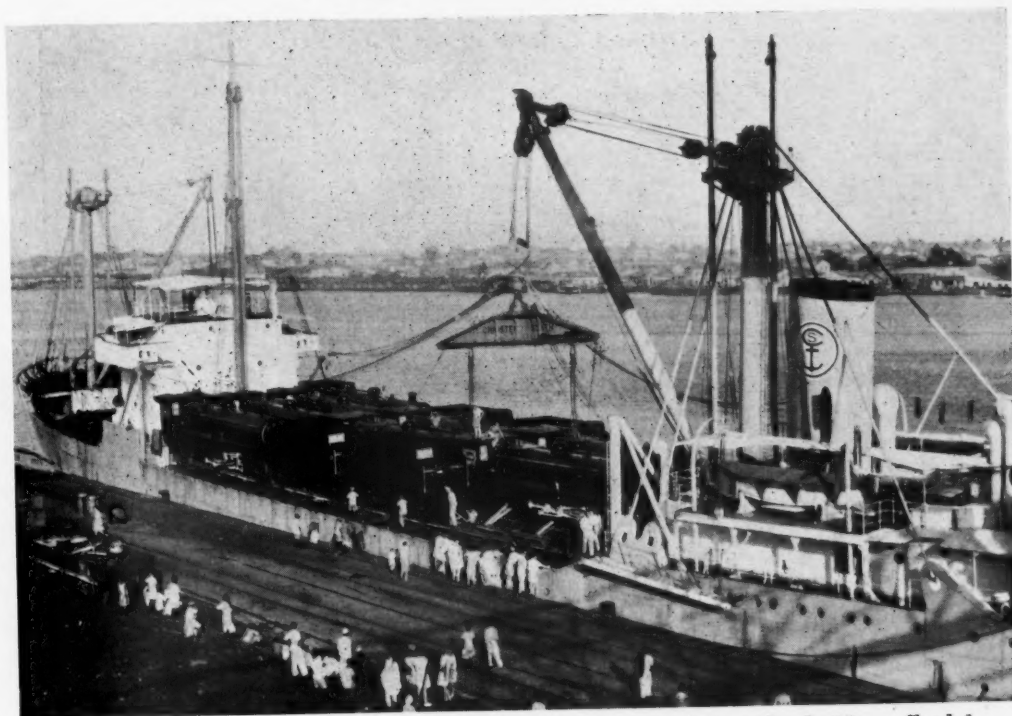
DRINKING FOUNTAINS AT LONDON TERMINI.—Drinking fountains are to be provided by British Railways at Kings Cross, St. Pancras, Liverpool Street, and Fenchurch Street Stations; and those at Victoria and Euston will be replaced. All the fountains will be of the "bubble" type, operated by a press-button and requiring no cup.

ANTI-TRUST PROCEEDINGS DROPPED.—It has been announced that after an extensive investigation by the U.S. Department of Justice, which began four years ago and covered the affairs of the International Nickel Company from 1902 up to the present day, an agreement has been reached with the U.S. Department of Justice and

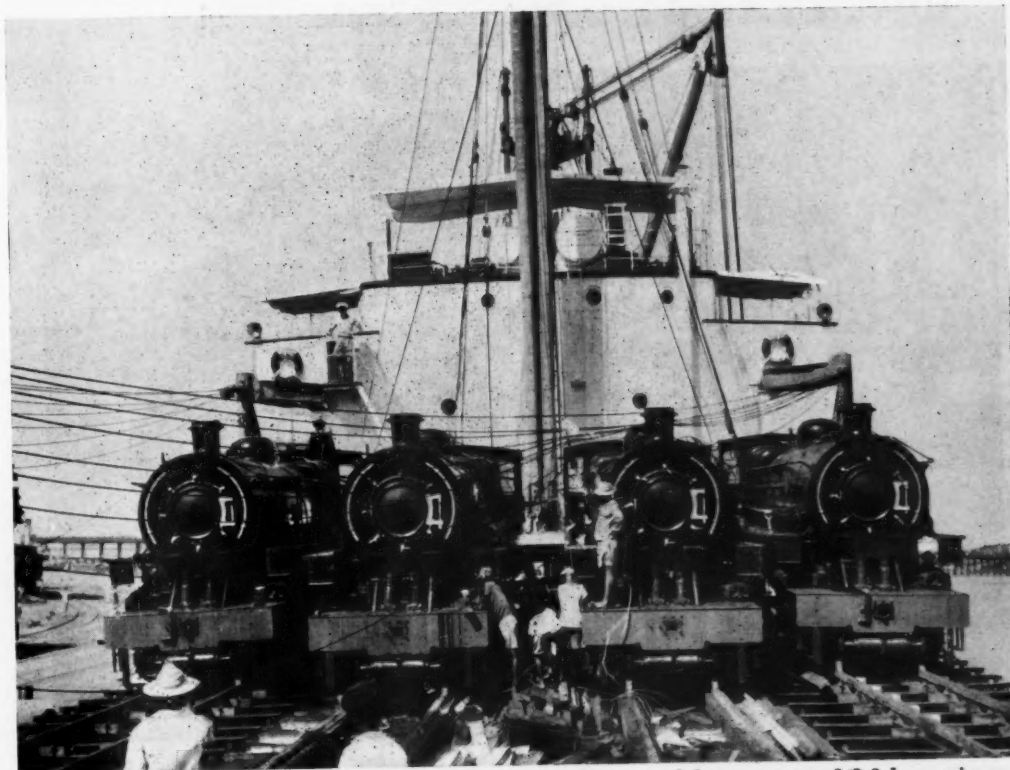
the company, whereby the anti-trust proceedings against the International Nickel Company of Canada Limited and its United States subsidiary have been terminated by the entry of a final judgment, without trial and without any finding that the company has violated any law. The judgment recognises the position of the International Nickel Company as a Canadian company, and it expressly provides that the company is not required to refrain from doing anything outside the United States which is called for under the laws of Canada or of other countries.

EFFECT OF WAGE INCREASES ON C.P.R.—A statement by Mr. N. R. Crump, Vice-President of the Canadian Pacific Railway, which he made after the granting of a wage increase of 17 cents an hour to Canadian railwaymen, said that an interim rates increase ought to be granted to offset its effects. The increase would represent an annual cost of \$27,200,000 in C.P.R. railway operations, and \$32,300,000 in respect of the company's services as a whole.

British-Built 2-8-2 Locomotives Arrive in Nigeria



The ss. "Belnor" alongside Ijora coal wharf, Lagos, after two of the tenders had been offloaded



Scene on the deck of ss. "Belnor," preparatory to offloading one of the twenty new 2-8-2 locomotives

Photom

["Nigeria Magazine"]

L.M.R. Main-Line Diesel No. 10001



On July 13, the second L.M.R. main-line diesel, No. 10001, went into regular service on the St. Pancras-Derby route, and in the photograph reproduced above is seen passing Knighton Junction North, Leicester, on a trial run on July 10 (see editorial note in this issue)

Photo]

[B. A. Young

Track Relaying at Waterloo, Southern Region



Work in progress at Waterloo, Southern Region, on July 19, when the whole of the track at No. 5 Platform was relaid between the morning and evening rush hours with pre-assembled units. Members of the public were allowed free access to see the work carried out and showed considerable enthusiasm (see editorial note in last week's issue)

RAILWAY NEWS SECTION

PERSONAL

RAILWAY EXECUTIVE PUBLIC RELATIONS ORGANISATION

Mr. C. Grasemann, having completed his work in assisting in setting up a public relations organisation at the Railway Executive, has now returned to his position of Public Relations & Advertising Officer, Southern Region, British Railways.

Mr. D. S. M. Barrie, Assistant Advertising & Publicity Officer, London Midland Region, has been appointed Public Relations Officer, Railway Executive.

Mr. Thomas Henry Baker, who, as recorded in our July 16 issue, has been appointed Assistant Secretary to the Hotels

appointed Assistant Managing Director of the Metropolitan-Cammell Carriage & Wagon Co. Ltd.

Engineer Vice-Admiral Sir Harold Brown has accepted an invitation to become President of the British Internal Combustion Engine Manufacturers' Association, in succession to the late Viscount Bennett. Sir Harold Brown was Controller-General of Munitions Production, 1941-42, and Senior Supply Officer, Ministry of Supply, 1942-46, and is Chairman of the Fuel Research Board.

Mr. G. B. Lakin, who, as recorded in our July 2 issue, has been appointed Purchasing Officer to the Docks & Inland

Waterway Industry; and a member of the former West Midland Regional Canal Committee.

Mr. Roswell George Wickham, M.L.Loco.E., who, as recorded in our June 4 issue, has been appointed Chief Mechanical Engineer, Sierra Leone Government Railway, served an apprenticeship in the shops of the Great Northern Railway at Kings Cross, and obtained experience in the District Locomotive Superintendent's Office. He was later transferred to the locomotive drawing office at Doncaster. In 1925 he took up consulting engineering work and was associated with Miller & Co. (Engineers) Ltd., of Westminster. Two years later Mr.



Mr. T. H. Baker

Appointed Assistant Secretary to the Hotels Executive



Mr. G. B. Lakin

Appointed Purchasing Officer to the Docks & Inland Waterways Executive



Mr. R. G. Wickham

Appointed Chief Mechanical Engineer, Sierra Leone Government Railway

Executive of the British Transport Commission, has hitherto been Assistant to the Chief Commercial Manager (Goods), London Midland Region, British Railways. He entered the service of the London & North Western Railway at Dublin in 1917, was transferred to the General Manager's Office at Euston in 1922, and became Personal Clerk to the General Manager, L.M.S.R., in 1925. From 1927 to 1936 Mr. Baker was a member of the staff of the L.M.S.R. Executive Committee, and in 1936 was appointed Personal Assistant to the Secretary of the company. In 1941 he became Outdoor Assistant, St. Pancras & Somers Town Goods Stations, and in 1943 was appointed Head of Mechanical Services Section, Chief Commercial Manager's Office, at headquarters. He became Assistant District Goods Manager, Leeds, in 1946, and was appointed Assistant to the Chief Commercial Manager (Goods) in 1947.

Mr. L. J. H. Horner has been appointed Secretary of the Dock & Harbour Authorities' Association, in succession to Mr. W. Ashley Cummins, who has retired.

Mr. H. N. Edwards and Mr. A. T. Cheesley have been appointed Directors of the Metropolitan-Cammell Carriage & Wagon Co. Ltd. and the Patent Shaft & Axletree Co. Ltd. Mr. Edwards has been

Waterways Executive, entered the office of the Clerk to the Company of the Birmingham Canal Navigations in 1914 as a junior. After service in the R.N.V.R. as a wireless operator, he returned to the Birmingham Canal in 1919, and was engaged in the Chief Engineer's Department at Ocker Hill Works, in various district departments, and in the Chief Stores Superintendent's Department, and for many years was Deputy Stores Superintendent. Returning to headquarters in 1928 he was engaged on special work and investigations for the Clerk & Manager, and two years later was appointed Headquarters Inspector. In 1938 Mr. Lakin passed through the Home Office school at Easingwold for A.R.P., after which he was responsible for the organisation of A.R.P. throughout the Birmingham Canal system and liaison with 26 local authorities whose areas were directly served by the canal; in 1938-39 he lectured on A.R.P., and during the war was actively engaged in connection with all such matters. In 1939 he was appointed Assistant to the Clerk to the Company & Manager of the Birmingham Canal, and he succeeded to the position of Clerk & Manager in 1946. Until recently Mr. Lakin was a member of the National Joint Council for the Inland Waterway Industry; Chairman of the West Midland Regional Joint Council for the Inland

Wickham was appointed Chief Draughtsman & Technical Instructor, Gold Coast Government Railway. He founded, and was first President of, the Gold Coast Railway Apprentices Association to promote the progress of young African mechanical engineering apprentices. He was made Assistant Works Manager in 1935, with supervision of the Locomotive, Carriage & Wagon Works at Sekondi, but was invalided from the Colonial Service in that year and obtained an Air Ministry appointment, with engineering inspection duties, in the London area. In 1939 he was appointed Assistant Mechanical Officer, Nigerian Railway, and had charge, under the Works Superintendent, of the Ebute Metta, Lagos, workshops. He was appointed Senior Locomotive Superintendent, Gold Coast Government Railway, in 1942, and acted thereafter as Chief Mechanical Engineer for several periods. Mr. Wickham is the author of two papers—"Drawing Office Organisation" and "The Vacuum Automatic Brake"—read before, and published by, the Institution of Locomotive Engineers.

Mr. S. M. Gossage, Assistant Manager, Department of Personnel, Canadian Pacific Railway, has been elected President of the American Association of Railroad Superintendents. He is the first C.P.R. officer to fill that post.

**Mr. F. T. Muncey**

Appointed Rolling Stock Engineer, Electrical Engineer's Department, Southern Region, British Railways

**Mr. R. Clarke**

District Goods & Passenger Manager, Carlisle, L.M.S.R., and London Midland Region, British Railways, 1938-48

**Mr. J. Royston**

Appointed Assistant Operating Superintendent, Western Section, Eastern Region, British Railways

Mr. F. T. Muncey, A.M.I.Mech.E., M.I.Loco.E., who, as recorded in our June 25 issue, has been appointed Rolling Stock Engineer, Electrical Engineer's Department, Southern Region, British Railways, was educated at Reading School. During the 1914-18 war he saw service with the 4th Destroyer Flotilla, and as Flying Officer, R.N.A.S.; he was demobilised in 1919 as Captain, R.A.F. From 1919-22 he served a pupillage with John I. Thornycroft & Co. Ltd. at Southampton,

and in 1922 joined the Underground Railways as Junior Technical Assistant at Acton Works. In 1924 Mr. Muncey was appointed Personal Assistant to the Mechanical Engineer; from 1925-38 he was Depot Engineer; and from 1939-46 he was Senior Depot Engineer for London Transport railways. From 1940-45 he commanded "B" Company, 45th London Home Guard, with the rank of Major. In March, 1946, Mr. Muncey joined the Chief Electrical Engineer's Department,

Southern Railway, as Rolling Stock Assistant (Maintenance), which post he vacates on his present appointment.

Mr. Ronald Clarke, District Goods & Passenger Manager, Carlisle, London Midland Region, British Railways, who is retiring, was born on June 30, 1887, and joined the Caledonian Railway at Carlisle in 1901 as a junior clerk. He rose to the position of Chief Goods Clerk, District Traffic Superintendent's Office, Carlisle,

Members of Swiss Transport Delegation in England



A group of Swiss and British transport officers taken at Brighton during the recent visit to this country of the Swiss Transport Delegation

Left to right: Dr. Rotanzi, Commercial Department, Swiss Federal Railways; Mr. F. W. Sellwood, Traffic Manager, Southdown Motor Services Limited; Mr. S. K. Tidey, Public Relations Office, Southern Region, British Railways; Dr. Wanner, Secretary-General, Swiss Federal Railways; Mr. C. E. R. Sherrington, Secretary, Railway Research Service; Dr. Meyer, Locomotive Running Department, Swiss Federal Railways; Mr. Tribelhorn, Operating Department, Swiss Federal Railways; Mr. J. C. Chambers, Road Transport Liaison Officer, Southern Region, British Railways; Dr. Cottier, Director, Swiss Federal Transport Office; Mr. A. F. R. Carling, General Manager, Southdown Motor Services Limited; Dr. Maurer, Road Transport, Swiss Federal Transport Office; Mr. Moser, Licensing Officer, Swiss Federal Transport Office

and subsequently occupied posts as Chief Clerk, District Traffic Superintendent's Office, Dundee; Goods Agent, Dumfries; Goods Agent, Carlisle; Goods Superintendent, Buchanan Street, Glasgow; and in May, 1938, was appointed District Goods & Passenger Manager, Carlisle. Mr. Clarke's district has been an extensive one, but now the London Midland Region terminates just south of Gretna Station, and the former Carlisle District stations beyond Gretna and Gretna Green come within the Scottish Region; the stations in England from Floriston southwards to Kirby Stephen, Curthwaite, and Plumpton come under the jurisdiction of the newly-appointed District Traffic Superintendent, Carlisle. Mr. Clarke is a member of the Rail-Road Negotiating Committee for Carlisle and for the south of Scotland, and is a member of the Standing Joint Committee of the Cumberland Motor Services Limited. He is the first President of the new British Railways Sports & Athletic Club at Carlisle, and is this year's Chairman of the Carlisle Chamber of Commerce. He is one of four brothers who joined the Caledonian Railway, and his father entered the service of the same company at Dumfries in 1865. Mr. Clarke's son, Mr. William Clarke, is at present a Relief Stationmaster in the Glasgow district.

Mr. J. Royston, A.M.Inst.T., District Superintendent, Manchester, Eastern Region, British Railways, who, as recorded in our June 25 issue, has been appointed Assistant Operating Superintendent, Western Section, Eastern Region, was born in 1902. He joined the Great Northern Railway in 1918, and from 1927-30 was a traffic apprentice, receiving training in all sections in the Southern Area, L.N.E.R. Mr. Royston was appointed Assistant Yardmaster, Grimsby, in 1930, Yardmaster, Immingham, in 1932, and Yardmaster, Grimsby, in 1934. He became Chief Signalling Inspector, Superintendent's Office, Liverpool Street, Western Section, Southern Area, in January, 1937, and was made Assistant District Superintendent, Manchester, in April, 1940, and District Superintendent there in April, 1945.

We regret to record the death on July 25, at the age of 83, of Sir Robert Gales, M.I.C.E., M.Amer.Soc.C.E., the distinguished railway and bridge engineer, who was Chief Engineer, Indian Railway Board, 1915-17, Agent of the North Western Railway (India), 1917-18, and afterwards for many years a Partner in the firm of Rendel, Palmer & Tritton. After an outstanding career at the Royal Indian Engineering College, Coopers Hill, he was appointed to the Railway Branch of the Indian Public Works Department in 1886. He received during the next year practical training on the Forth Bridge, and arrived in India in 1887. He was appointed Assistant Manager of the North Western Railway in 1895, and was subsequently Assistant Manager of the East Coast Railway and Deputy Manager of the Eastern Bengal Railway. From 1901 he held executive charge of the construction of the Curzon Bridge over the Ganges, and from 1903 was Engineer-in-Chief of that work until its completion in 1905. After conducting a survey of the Bombay-Sind Railway Connection he became Engineer-in-Chief of the Coonoor Ootacamund Railway in 1906. In 1908 he became Engineer-in-Chief of the building of the Harding Bridge over the Lower Ganges at Sara. In 1915 he was appointed

Chief Engineer, Railway Board and he retired in 1919 after serving for a short period as Agent of the North Western Railway. He was a Partner in Rendel, Palmer & Tritton from 1919 to 1937. He was knighted in 1915.

Mr. W. H. Salkield, General Manager of the Gold Coast Government Railway, has arrived in England on a short visit.

Mr. C. M. Cock, Chief Electrical Engineer to the Railway Executive, and previously Chief Electrical Engineer, Southern Railway, has been awarded the Ayrton Premium by the Institution of Electrical Engineers for his paper, "Electric Traction on the Southern Railway," read before the Institution last November.

Lord Mackintosh of Halifax, Chairman of the National Savings Committee, presided at a luncheon given recently in honour of Mr. E. S. Shrapnell-Smith on his retirement after seven years as Chairman of the National Savings Advisory Committee of the Road Transport Industry.

Mr. R. S. Wild, a Director of A. G. Wild & Co. Ltd., has joined the board of Spanner Boilers Limited, to assist in connection with developments in the company's automatic train heating boiler business. Sales hitherto handled by A. G. Wild & Co. Ltd. will in future be handled direct by Spanner Boilers Limited from its offices in London.

Mr. William Teagle, who is retiring from the Solicitor's headquarters staff of the Western Region, British Railways, at Paddington, has passed the St. John Ambulance efficiency test annually for 49 successive years and holds the G.W.R. Gold Medal for twenty-five years efficiency with four five-year gold bars. In 1940 he was made Serving Brother of the Order of St. John of Jerusalem.

Mr. H. L. Walker (of Victoria Garage, Chapel Street, Thornaby-on-Tees) has been appointed Chairman of the Licensing Committee of the Road Haulage Association, succeeding Mr. R. H. Farmer (Atlas Express Co. Ltd., 3, Cox's Court, Little Brittain, London, E.C.1), who has been Chairman for the past two years.

We regret to record the death on July 10, at the age of 75, of Mr. Lawford Howard Fry, Director of Research, Steam Locomotive Research Institute, New York City, from 1943 until his retirement only a few days before he passed away. Mr. Fry was an engineer with the Baldwin Locomotive Works from 1897 until 1913, and subsequently served as Metallurgical Engineer with the Standard Steel Works at Burnham, Pennsylvania. In 1930 he became Railway Engineer with the Edgewater Steel Company at Oakmont, Pennsylvania, and in 1943 Director of Research of the Locomotive Institute. Mr. Fry wrote a number of technical papers and was the author of a book entitled "A Study of the Locomotive Boiler." Among the many organisations of which he was a member were the Newcomen Society, Institution of Civil Engineers, Institution of Mechanical Engineers, Institution of Locomotive Engineers, American Society of Mechanical Engineers, and American Society for Testing Materials. In 1928 he received the T. Bernard Hall Prize of the Institution of Mechanical Engineers, and in 1938 the Worcester Reed Warner Medal of the American Society of Mechanical Engineers.

ROAD TRANSPORT EXECUTIVE

The Road Transport Executive, with the approval of the British Transport Commission, announces that for the purpose of administration on the freight side, the country will be divided into eight divisions. The following have so far been appointed as Divisional Managers:—

Scotland: Mr. J. B. Hastie.
North Western: Mr. W. E. C. Macve.
Midland: Major-General Sir H. Reginald Kerr.

Western: Mr. J. Freeguard.

Eastern: Mr. J. B. Garrett.

The appointments for the South Western, South Eastern and North Eastern Divisions will be announced shortly.

The following appointments at the Road Transport Executive headquarters also are announced:—

Mr. G. E. Orton to be Public Relations Officer.

Mr. N. D. Fawcner to be Principal Officer (Parcels).

Early in August the headquarters of the Road Transport Executive will be moved to 222, Marylebone Road, London, N.W.1, where the Railway Executive is already situated.

Mr. C. E. Edwards has been appointed Sales Manager of the Appleby-Frodingham branch of United Steel Cos. Ltd.

We regret to record the death, on July 26, at the age of 68, of Sir Clifford Paterson, O.B.E., D.Sc., F.R.S., Director, Research Laboratories, General Electric Co. Ltd.

We regret to record the death of Mr. S. M. Jayawardena, Administrative Assistant to the Acting General Manager, Ceylon Government Railway, and correspondent in Ceylon of *The Railway Gazette* since January, 1947.

WESTERN REGION APPOINTMENTS

The following appointments are announced in the Western Region, British Railways:—

Mr. R. H. Windsor, Chief Clerk, Birmingham Divisional Superintendent's Office, to be Assistant Divisional Superintendent, Birmingham.

Mr. F. del S. Abbot, Chief Clerk, Exeter Divisional Superintendent's Office, to be Chief Clerk, Birmingham Divisional Superintendent's Office.

Mr. R. M. L. Lemon, Junior Assistant to Divisional Superintendent, Newport, to be Chief Clerk, Exeter.

INSTITUTE OF TRANSPORT

The undernamed have been elected Ordinary Members of Council of the Institute of Transport as from September 30, 1948:—Members: Sir Alan J. Cobham (Managing Director, Flight Refuelling Limited), Messrs. R. G. Grou (Director & Secretary, General Steam Navigation Co. Ltd.), R. H. Hacker (Chief Officer (Continental), Railway Executive), R. G. James (General Manager, East Kent Road Car Co. Ltd.), A. G. Marsden (Transport Adviser to the board of Lever Bros. & Unilever Limited), Donald Murray (Executive Officer (Mineral Traffic), Railway Executive), G. F. Sinclair (Chief Technical Planning and Supplies Officer, London Transport), P. J. R. Tapp (Chairman, Meat Transport Organisation Limited; Member (part-time), Road Transport Executive), J. V. Wood (Managing Director, British European Airways); Associate Member: Mr. Ernest Havers (Assistant Development Agent, Commercial Superintendent's Office, Western Region, British Railways).

Progress of French Railways

The evolution of French railways was the subject of a recent address by M. Maurice Lemaire, General Manager of the French National Railways, at the Sorbonne, Paris. In 1938, when the French National Railways Company took over the old companies, said M. Lemaire, the length of lines in the entire system had reached its maximum of 26,500 miles.

Until 1930, railway traffic increased in volume, but in 1931 fell off due to the economic crisis and motor competition on the roads. The shrinkage continued until the recent war, but after the liberation recovery was rapid. By 1947 the volume of traffic surpassed the 1930 record, and the prospect for 1948 was still better.

Increasing efficiency of the railways was due largely to technical improvements. France had made extensive use of all-steel coaches since 1926. Following the maxim of "safety first," wooden coaches were reinforced with steel. Despite war losses, the S.N.C.F. still had 4,000 all-steel coaches in its total stock of 13,500. As trains became heavier, they had to be divided, thus increasing operating costs, or the locomotive power had to be increased.

IMPROVED LOCOMOTIVE PERFORMANCE

French engineers solved the problem by doubling the power of the Pacific and Mikado class locomotives without doubling the coal consumption. By improving steam circulation, enlarging low-pressure cylinders, superheating the steam, and increasing the draught by means of improvements to the exhaust system and other devices, they raised the power of the Pacific from the original 1,200 h.p. to 2,500 h.p. Another improvement—suppression of boiler scale by chemical treatment of water—saved fr. 1,000 million a year.

France had adopted electric traction for main-line traffic on the d.c. system at 1,500 volts. In 20 years the power of electric locomotives had doubled. Originally of 1,200 h.p., the BoBo goods engines now were rated at 2,400 h.p., while the 2-D-2 class for fast trains were 5,000-h.p. machines, instead of 3,000 h.p. The first two 4,000-h.p. diesels, half the weight of similar American locomotives, began hauling fast trains in 1937. They were still running more than 600 miles a day.

Electrification was in progress on the line from Paris to Marseilles, and, finances permitting, the section from Paris to Dijon would be in service early in 1950. Meanwhile, France was planning the use of single-phase a.c. at 50 cycles, engineers having overcome the difficulty of building a powerful motor functioning satisfactorily at that frequency. This rendered possible the use of current from the ordinary industrial supply. With a high-tension voltage of 20,000, for example, running costs were reduced greatly. There would be fewer substations, and catenaries would be lighter. It would mean that branches of moderate traffic could be electrified.

The S.N.C.F. has made many improvements in transport organisation in the ten years since the lines were unified. Passenger train services were better adapted to public needs and were run at less cost. In freight transport, the central authority had facilitated a more efficient distribution of wagons in the different regions. In 1947 the turn-round of wagons, formerly ten days, was reduced to eight. Unified management had enabled the S.N.C.F. to give increased facilities for door-to-door delivery. Substantial results had been

achieved; though the total staff was reduced from 514,000 in 1938 to 480,000 in 1947, the traffic in the latter year was 40 per cent. greater than in 1938. The S.N.C.F. also had greatly improved its social welfare services.

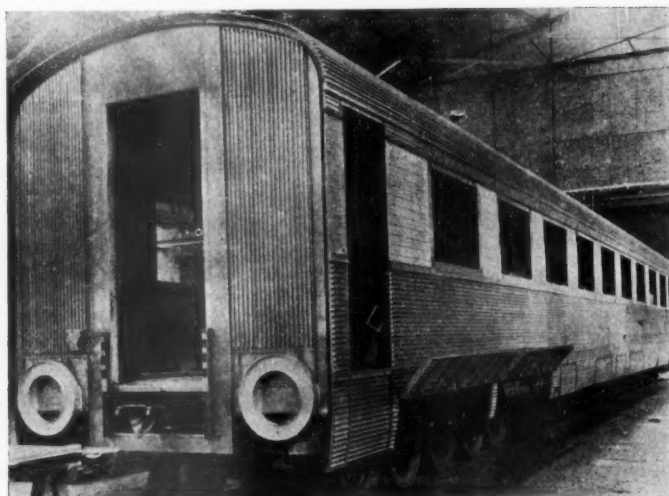
Referring to rail renewals, M. Lemaire said the war had caused a delay of seven years. The S.N.C.F. now needed 320,000 tons of new rails a year for five years, but he pointed out that it was largely a matter of exchanging old rails for new. When a new rail was laid, the old was used on branch lines, which in turn handed it over for use in sidings. Finally, the S.N.C.F. was left with a balance of old rails which enabled it to return to the furnaces 80 per cent. of the amount received in the form of new rails.

The S.N.C.F. had reduced coal consumption from 9,500,000 tons in 1938 to

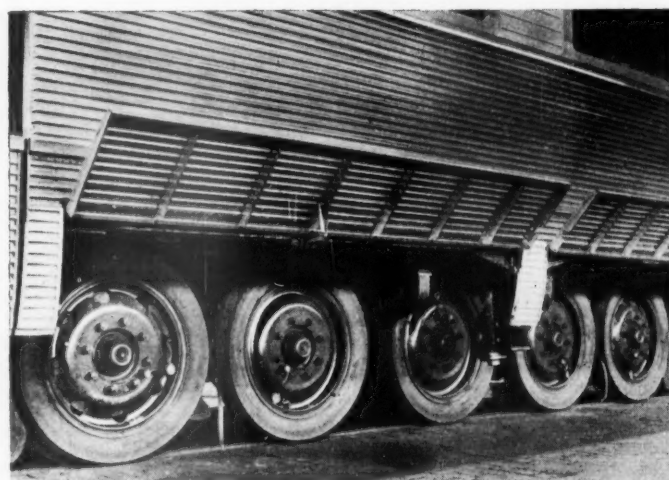
8,500,000 tons in 1947, despite the 40 per cent. increase in traffic. The saving was due to the use of more powerful engines and to the increase in the average load of wagons, thus diminishing the number hauled. Reductions in distances run by passenger trains had cut down the total mileage from 177 million in 1938 to 90 million in 1947, although the number of passengers carried had increased greatly. Passenger train services in 1947 consumed 2,500,000 tons of coal, against 4,500,000 tons in 1938.

DAVID BROWN & SONS (HUDDERSFIELD) LONDON OFFICE.—The London office of David Brown & Sons (Huddersfield) Limited (hitherto at Haymont House, Haymarket) will in future occupy premises on the ground floor of Bush House, Aldwych, W.C.2 (telephone: Temple Bar 0867, 0868 and 0869).

French Rubber-Tyre Passenger Coaches



Ten-wheel bogie vehicle with rubber tyres under construction for the French National Railways (see our February 27 issue)



View of bogie. The five axles are necessary owing to the relatively low weight-carrying capacity of the rubber tyres

Future of G.N.R.(I.) Discussed

Economy resolutions passed at extraordinary meeting

The Great Northern Railway (Ireland) is to bring to the attention of the Ulster and Eire Governments the "embarrassments" to the company caused by the delay in deciding the future of the undertaking. This decision was reached at an extraordinary meeting of the company in Dublin on July 21.

Other resolutions approved were: "That there should be discussions with the staff to secure that any applications for increases in wages should be moderate in view of the present uncertain position"; "that larger capital developments should be deferred for the time being"; and "that it should be left to the stockholders to decide whether, other conditions permitting, the provision for depreciation should be reduced to enable a dividend to be paid."

Lord Glenavy, Chairman, said that recommendations received on July 20 from the Eire Labour Court, would reduce considerably the cost of the wages claims originally lodged. Other applications had yet to be heard, and others were pending. Stockholders would realise that additions to labour costs must endanger the future of the company. The reproaches too lightly levelled at public transport could not be invoked against the G.N.R. Finance had been prudent, and the undertaking had been well and regularly maintained. Large sums had been applied out of earnings to capital development, some of it on technical advances which other much larger concerns were now copying. The system had been pruned until the proportion which anyone could describe as "redundant branch line" was negligible.

Lord Glenavy declared that in any full and fair accounting the G.N.R. would be given credit for the enormous expenditure which the existence of the company's safe, fenced-off, segregated tracks was saving the community. If the tens of millions of passengers and millions of tons of goods now carried by the railways were dumped on to the existing highways, a huge programme of road construction and reconstruction would be imperative to enable the resulting convoys of vehicles to proceed any faster than a crawl.

At £80,000 a mile for construction and £20,000 for reconstruction, the 500 miles of the G.N.R. rails could not be substituted for less than £25,000,000. If they added the cost of the vehicles to substitute for the G.N.R. fleet of locomotives, carriages and wagons, the total would be significantly near the value of the G.N.R. at replacement cost, which was about £30,000,000.

To expect the system to maintain the strength for carrying any and every load, while underfeeding it with the traffic which was its proper nourishment, would open exploitation. Were the debt discharged honourably, either in money or in kind, which was due to the company for all the expense involved in leaving the roads tolerably free for the operations of competitors, little more need be heard of the transport problem.

He doubted whether there was any practical promise of a cheaper or better service in G.N.R. territory than the company had been providing. There seemed no question but that the public-spirited course would be for all parties to agree to defer critical issues at least until the position of the company had been defined under the inquiry in Eire and the merger in Northern Ireland.

Mr. F. Storey, speaking on behalf of the Shareholders' Protection Association, said

that if the finances of the company were such as to prevent not only dividends but also the developments and outlay which the board had contemplated and was prepared to carry out, it was surely time to cry "halt," especially as there was no reserve or any fund from which deficits could be met. The outlook for both stockholders and employees was not very hopeful under such conditions.

Mr. W. N. Gallagher suggested that it

Possible Increase of Ulster Transport Capital

The capital of the Ulster Transport Authority, fixed at £10,000,000 (see our May 28 issue) may have to be expanded. This was hinted by Sir Roland Nugent, Minister of Commerce, in the Ulster Senate when the Transport Bill was given a second reading.

The Minister said that the Government had been notified of the arbitrators' award in relation to the Railway Executive's N.C.C. system, but he was not in a position to announce the figure at present as it would be unfair to the N.C.C., as both parties went to arbitration on the understanding that none of the agreement would become effective until the Bill was passed. As soon as the Bill became law the figure could be made available. He mentioned that negotiations were continuing with the G.N.R.(I.) and said that the position was very complicated.

A member asked how it was proposed to deal with the G.N.R. He understood that the three railways in Northern Ireland were to come under the new Transport Authority, but the G.N.R. presented special difficulties because of its crossing and recrossing the Ulster-Eire border.

Asking Sir Roland to announce the result of arbitration as to the amount to be paid to the N.C.C., the member said that he had an idea what the amount was and it would leave the authority very little for the G.N.R. There would also be very little money for the necessary replacement of rolling stock and the necessary building in Northern Ireland of locomotive works comparable with those of the G.N.R. at Dundalk, where more than 1,000 workers were employed.

Another member said that the appointment of Major Pope as head of the authority at £6,000 a year would not make the operation of road and rail traffic a paying concern. He asked who was going to bear the losses in connection with the Belfast & County Down Railway between the time of the purchase agreement and the passing of the Bill—the Government or the shareholders. The accounts of the authority should be subject to inspection by the Auditor-General or the Public Accounts Committee of the Ulster Parliament.

Sir Roland Nugent, replying to the debate, pointed out that one of the main objects of the Bill was to prune down excessive facilities. The new authority would have a desperate struggle. It might not be possible for public transport to carry on without incurring a loss, but he was convinced that it would be conducted at a smaller loss by the authority than by any other.

Defending the appointment of Major Pope, Sir Roland Nugent said that it was not a very big salary in these times for a man at the head of a very large con-

cern. Major Pope joined the Transport Authority at the same salary and under the same conditions he had been receiving.

Lord Glenavy replied that they could not close any branch line without Government permission. Regarding the position in Northern Ireland, they had found a spirit of mutual understanding and good will. They realised that they had a common problem to solve and that they had been treated decently in recent months.

Stephenson Centenary

To prepare plans to mark the 100th anniversary of the death of George Stephenson (August 12, 1848), the Borough of Chesterfield, where he died and was buried, formed a Stephenson Centenary Sub-Committee on which British Railways are represented by Mr. George Dow and various local officials. The arrangements have been kept local, but, in response to our request, we have been furnished with a copy of the programme. The commemoration will cover the period from August 12 to 28, but the principal items are included in three days. The programme is as follows:—

Thursday, August 12

Opening Ceremony at 2 p.m., at the Town Hall, Chesterfield.

Friday, August 13

Reception of Britain's Railway Queen (Miss Janet Taylor, Leeds) at the Chesterfield (London Midland Region) Station at 3 p.m.

Organ Recital by Charles A. Bryars, Mus.Bac., F.R.C.O., L.R.A.M., at the Chesterfield Parish Church at 3 p.m.

Railway Queen's Dance at the Odeon Ballroom, Chesterfield, at 8 p.m.

Sunday, August 15

Civic Commemorative Service at the Holy Trinity Church, at 3 p.m.

Commemorative Service at the Chesterfield Parish Church at 6.30 p.m.

Railwaymen's Commemorative Meeting at the Co-operative Hall, Elder Way, Chesterfield, at 7 p.m.

Thursday, August 12, to Sunday, August 15

Railway Exhibition (organised by the British Railways Executive) at the Market Place Station, Chesterfield.

Thursday, August 12, to Saturday, August 28

Engineering Exhibition at the Boythorpe Road Drill Hall, Chesterfield.

Mining Exhibition (organised by the National Coal Board) at the Ashgate Road Drill Hall, Chesterfield.

Stephenson Relics Exhibition at the Stephenson Memorial Hall, Chesterfield.

Cinema Shows: Films from British Railways, the National Coal Board, and the engineering, iron, steel, and other industries, at the Assembly Room, Market Hall, Chesterfield.

An official brochure of the Stephenson Centenary Commemoration has been published. The contents include a reproduction of George Stephenson's portrait (in colours); a short biography; an article on Tapton House (the last home of George Stephenson); and full details of the exhibitions, with numerous illustrations. It is price 2s.

Glasgow Fair Holidays

The traditional Glasgow Fair Holiday exodus from the city, with its population of over 1½ millions, started very slowly and quietly on Thursday, July 15; on Friday morning it was brisk, though not exceptional, the peak being reached over Friday night and Saturday morning. A programme of trains was arranged and advertised, and provision was made for extra trains to be run as required.

For long distance passengers from the four main-line terminal stations to London, the Midlands, East and West Coasts of England, Aberdeen, Inverness and Wick, 10 additional trains were run on Thursday, thirty-two on Friday and sixty on Saturday. In addition, many extra services were provided from Central Station to Gourrock and Wemyss Bay; Queen Street Station to Helensburgh and St. Enoch Station to the Ayrshire Coast stations. To minimise congestion at the city stations, direct specials were run from suburban and district stations to Scottish and English holiday resorts, for instance, Kirkintilloch to Blackpool and Cambuslang to Troon, Prestwick and Ayr. In all, 1,100 extra vehicles were brought in to cope with the additional services and over the peak period 12 noon Friday to 12 noon Saturday, over 800 ordinary and special trains left the city's four stations. All the trains were fully loaded, though none of them uncomfortably.

A feature of the holiday movement was a marked increase in the flow of traffic to the more distant resorts in Scotland and to holiday centres in the South. In keeping with this trend, there was a greater demand for sleeper accommodation on the night trains, and from Glasgow Central Station alone, on Friday night, July 16, a total of over 800 sleeping berths was let.

Organised party travel increased over former years and apart from Territorial camp traffic, cadets and youth organisations, there were two full trains from Glasgow Central to Folkestone (for the Continent) and one from Maryhill to Southampton en route to Jersey, Channel Isles.

St. Enoch Station, which handles the

traffic for the West Riding of Yorkshire, the Midlands and the Ayrshire Coast, also had heavy boat trains to Stranraer in connection with the three sailings from that port to Larne Harbour on Saturday, July 16.

At Queen Street Station, traffic on Saturday for the Fife Coast, Newcastle and the South was so heavy, that trains additional to those provided in the special programme had to be laid on to clear the station. A similar position arose at Buchanan Street in respect of Inverness and Aberdeen traffic.

The value of comparison with former years has been reduced by the changing habits of population, longer holidays with pay and the mass movement of passengers to holiday camps. The traffic dealt with at the Glasgow stations over the period compared with 1947 was, if anything, slightly heavier, but with the facilities available and the accurate forecasting of likely movements, the increased volume of business was handled comfortably.

With increased staggering of holidays, which is the aim of the Government Standing Committee, under the Chairmanship of Mr. Thos. Fraser, Under Secretary of State for Scotland, it should be possible to transport the West of Scotland holiday-makers with even greater comfort.

New Holiday Camp Station on G.N.R.(I.)

The first Irish railway station built exclusively to serve a holiday camp was opened at Mosney (Co. Meath) last month. It has been constructed by the Great Northern Railway (Ireland) for a new Butlin enterprise, and is situated approximately midway between Gormanston and Laytown, 25½ miles north of Dublin.

The new station was opened officially by Mr. J. M. Carroll, a Director of the G.N.R. (I.), who said that the railway had sufficient faith in the venture to spend a considerable sum in the building of the station—a faith that had been justified amply by the large volume of bookings

which he had been informed had been made. They looked forward to a considerable volume of business from all parts of the country.

Mr. G. B. Howden, General Manager of the railway, welcomed on behalf of the Chairman and directors of the company, the directors of Butlin's, Press representatives, and more than 500 people who travelled in special trains from Belfast and Dublin for the event.

Speaking at a reception after the ceremony, Senator Joseph Brennan, Chairman of Butlin's Irish & Continental Holidays Limited, said that the G.N.R. had given them tremendous help in providing railway facilities and had done it without a farthing's contribution from Butlin's. He paid a special tribute to the work of Mr. C. H. Slater, Civil Engineer, G.N.R.(I.).

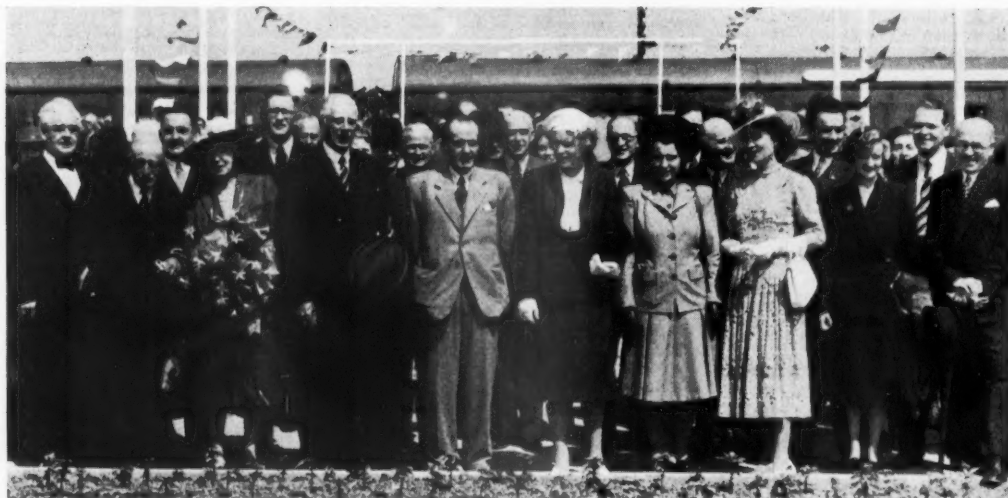
Others present included Mr. J. B. Stephens, Deputy Chairman, G.N.R.; Mr. H. S. Knott, Traffic Manager; Mr. F. C. Wallace, Secretary; Mr. P. K. M. Carey, Solicitor; and other railway and transport officers and officials from the various Eire and Northern Ireland undertakings. A bouquet was presented to Mrs. Carroll, who was accompanied by Miss Grace Carroll.

The new station has a single platform 200 yd. long, built with a frontage of pre-cast concrete units with earth filling. It is surfaced with stone chippings. The station has been built on a loop to the west of the main running lines, with direct access from and to the latter for trains in each direction.

The signal box, of modern design with flat slab roof, is built of reinforced concrete and has a 30-lever mechanical interlocking frame of the company's own standard pattern. The signalling has been so arranged that when conflicting movements are being carried out at the station, delays to approaching trains will be reduced to a minimum. Track-circuiting has been used extensively, locking appropriate signals and block instruments.

The holiday village covers 300 acres and will cater eventually for about 2,000 visitors a week. It is flanked by sandhills and a magnificent beach skirting the Irish Sea. All G.N.R.(I.) stations act as agents.

Opening the Mosney Holiday Camp Station, G.N.R.(I.)



Included in the above group at the opening ceremony are, from left to right: Mr. A. J. Broughton, Irish Traffic Manager, L.M.R.; and the following G.N.R.(I.) directors and officers: Mr. J. B. Stephens, Deputy Chairman; Mr. P. K. M. Carey, Solicitor; Mr. J. M. Carroll, Director, and Mrs. Carroll; Mr. F. C. Wallace, Secretary; Mr. H. S. Knott, Traffic Manager; and Mr. Geo. B. Howden, General Manager

Questions in Parliament

Transport Charge for Potatoes

Flight-Lieutenant C. Challen (Hampstead—C.) on July 14 asked the Minister of Food if he would state the total cost per ton incurred by his department in selling, delivered at Birmingham stations, maincrop ware potatoes drawn from Ministry-owned stocks at farms in the Boston area of Lincolnshire; and how much of that total cost per ton related respectively to transport and provision of sacks.

Dr. Edith Summerskill (Parliamentary Secretary, Ministry of Food) in a written answer stated: The cost per ton is the appropriate fixed grower's price plus 34s. 8d., 18s. 5d. being for transport and 9s. 9d. for the provision of sacks. The balance of 6s. 6d. is for loading and inspection.

British Transport Stock

Mr. E. H. Keeling (Twickenham—C.) on July 8 asked the Chancellor of the Exchequer why the certificates of deduction of income tax from the interest paid on British Transport three per cent. guaranteed stock were in some cases signed by the Transport Commission and in others by the Bank of England.

Mr. Glenvil Hall (Financial Secretary to the Treasury): For technical reasons associated with the magnitude of the operation, interest on a part of the Transport Stock is at present being paid direct by the Commission and part by the Bank of England. This is a temporary measure which will be discontinued so soon as transfer of all the stock to the register of the Bank of England has been completed. In both cases the income tax certificate will be accepted by the Inland Revenue in respect of claims for exemption or relief from tax.

Cheap Ticket Holder's Claims for Damages

Mr. D. N. Pritt (Hammersmith North—Lab.) on July 19 asked the Minister of Transport whether he was now in a position to make a further statement on the question of the liability to be accepted by railways for negligence causing damage to passengers carried on workmen's tickets or cheap fares.

Mr. Alfred Barnes stated in a written answer: I have been in consultation with the British Transport Commission. The conditions of issue of workmen's and other types of cheap tickets on all parts of the Commission's undertaking will be considered in the preparation of charges schemes under Part V of the Transport Act, 1947. In the meantime a more liberal view will be taken of claims made by the holders of tickets issued at less than ordinary fares, where such claims, though strictly untenable in law, may, on general grounds, when the ticket holder is in no way to blame, warrant an *ex gratia* payment.

Cracked Crockery on Railways

Mr. B. Janner (Leicester West—Lab.) on July 5 asked the Minister of Food whether, in the course of his campaign for cleanliness in catering establishments, he would deal with the problem of cracked crockery, which was not only unclean but spread infection and disease.

Mr. John Strachey (Minister of Food): Infection can be spread by any crockery which has not been properly cleaned after use, and my medical advisers take the view that cracks do not materially enhance the danger. It is, of course, of the utmost im-

portance that caterers should protect their customers by thorough cleansing, and, where possible, sterilisation.

Mr. Janner: Is not the Minister aware of the fact that in some countries it is illegal to use cracked crockery in catering establishments? As there is now a supply of plastic crockery, should not some steps be taken here in this direction?

Mr. Strachey: It is very much better to have uncracked crockery than cracked crockery. I entirely agree with that.

Mr. Emrys Hughes (South Ayrshire—Lab.): Is the Minister aware that there is a very great deal of cracked crockery bequeathed by private enterprise, on what was the L.N.E.R., to British Railways, and will he do something to remedy that state of affairs on the railways?

Mr. Strachey did not reply.

Unclaimed Lost Property

Major J. A. Boyd-Carpenter (Kingston-on-Thames—C.) on July 19 asked the Minister of Transport if he would make a statement on the position with respect to property lost on the railways and remaining unclaimed.

Mr. Alfred Barnes: Under section 119 of the Transport Act, 1947, I have the power to make regulations providing for the safe custody and re-delivery or disposal of any property found on the railway. Meanwhile, the matter is governed by the existing railway conditions of carriage.

Major Boyd-Carpenter: Is the Minister aware that meanwhile the Railway Executive has altered the rule which existed under the private companies by which the finder of such property was suitably rewarded, and will the Minister, therefore, take action with it?

Mr. Barnes: I was not aware that the prevailing conditions had been altered, and, if Major Boyd-Carpenter suggests that, it is a matter which I should have to examine.

Major Boyd-Carpenter: Will the Minister consider a specific example if I send it to him?

Mr. Barnes: Yes, certainly.

Cheap Fares for School Children

Mr. Seymour Cocks (Bristol—Lab.) on July 19 asked the Minister of Transport whether, in view of the raising of the school leaving age to 15 years of age, he would extend the limit for half-fare travel by road to that age.

Mr. Alfred Barnes: This is a matter for the British Transport Commission as regards the services for which it is responsible. On other tram and trolley vehicle services, it is one for the undertakers, most of whom are local authorities operating under statutory provisions. On other public service vehicle services it comes within the jurisdiction of the licensing authorities.

Mrs. Leah Manning (Epping—Lab.): Is the Minister not in a position to give a lead on this important matter of policy? These children are earning nothing, they travel every day, and it is a great expense to their parents in many cases.

Mr. Barnes: As I have already indicated, this is a matter for the authorities, and I have no jurisdiction to give them a direction.

Mr. Ernest Davies (Enfield—Lab.): Is this not a matter of such national interest that it is one on which the Minister could give directions to the British Transport Commission to give a lead?

Mr. Barnes: This is rather a far-reaching issue, as to how far transport authorities should carry financial obliga-

tions belonging to other bodies, and it is not a matter I could deal with in answer to a question.

Sir Richard Acland (Gravesend—Lab.): Could the Minister co-operate with the Minister of Education to see whether some scheme could not be worked out by which the transport companies and authorities could make a concession and re-imburse themselves from the Ministry of Education?

Mr. Barnes: I shall always be willing to enter into discussions, but at this stage I am not prepared to accept a commitment for the transport authorities.

Air-Commodore A. V. Harvey (Macclesfield—C.): Will the Minister give a lead in this matter, which is important, and consult his colleagues to see whether something can be done?

Mr. Barnes: To give a lead indicates that I should accept the responsibility which, at the moment, I am not disposed to do.

Suez Canal Company Directorate

Mr. J. Platts-Mills (Finsbury—Lab.) on June 15 asked the Secretary of State for Foreign Affairs whether the British Government-nominated directors of the Suez Canal Company had voted in favour of the election of Mr. S. Pinkney Tuck, former U.S. Ambassador to Egypt, to the board of that company.

Major C. P. Mayhew (Parliamentary Under-Secretary of State for Foreign Affairs) stated in a written answer: Yes. Mr. Pinkney Tuck was elected unanimously. I would add that he was elected because of his personal qualifications for the post and is in no way a representative of the United States Government. Mr. Tuck is filling a vacancy previously held by a Frenchman.

Mombasa-Nairobi Railway

Brigadier O. L. Prior-Palmer (Worthing—C.) on June 23 asked the Secretary of State for the Colonies what immediate steps were being taken to increase the carrying capacity of the railway from Mombasa to Nairobi.

Mr. A. Creech Jones (Secretary of State for the Colonies): Eighteen locomotives and 475 wagons have been ordered in this country. Increased carrying capacity on the section of the railway between Mombasa and Nairobi depends on the supply of this additional equipment.

Brigadier Prior-Palmer: While I fully realise the implications of the Minister's reply, is it not also a fact that there is a lack of adequate crossing places on this single line and that at present only six trains a day can leave Mombasa? Will the Minister consider the allocation of a small quantity of steel in order to make more crossing places on this line?

Mr. Creech Jones: Yes, that point is under consideration. We are, of course, trying to get more steel from the general supply available in this country.

Sir Wavell Wakefield (Marylebone—C.): Can the Colonial Secretary say when the locomotives and wagons will be delivered?

Mr. Creech Jones: The eighteen locomotives are in course of production.

Sir Wavell Wakefield: When will they be delivered?

Mr. Creech Jones: We will apply all possible pressure to get them delivered as soon as they are made.

Mr. Walter Fletcher (Bury—C.): Can we understand clearly that the interests of this railway will not be sacrificed in favour of the groundnuts scheme?

Notes and News

Phosphor Bronze Company's West End Office.—The West End office of the Phosphor Bronze Co. Ltd. has been removed from Broadway Court, Westminster, S.W.1, to 37, Portman Square, W.1 (telephone: Welbeck 1621).

Weymouth & Portland Railway Company.—The last half-yearly general meeting of the company will be held at the registered office, Regis House, King William Street, London, E.C.4, on August 5, at 11 a.m., for the purpose of approving the payment of a final dividend for the year to December 31, 1947.

London Transport Executive.—An executive assistant is required for the office of the technical officer (trams and trolley-buses) of the London Transport Executive. The post requires an intimate knowledge of mechanical and electrical engineering design and a general appreciation of the commercial implications of large engineering contracts. See Official Notices on page 143.

Drafting Machine for Imperial Board.—The Mavitta Minor drafting machine illustrated has been designed to meet the demand for such an instrument suitable for use with the Imperial size board. It is easily mounted, and can be adapted in a few moments for left-hand use by

Ireland. A special augmented service to Southend will operate on Bank Holiday, with trains leaving Fenchurch Street and Southend at frequent intervals during the morning and evening.

Three Bridges Control Room.—When members of the British Railways, Southern Region, Lecture & Debating Society visited the electrical control room at Three Bridges on July 24, a most comprehensive tour of inspection was made. The control room deals with electricity supplies for the main lines to the coast south of Croydon and the party was impressed by the quiet efficiency with which this important work is carried out. In conclusion, members proceeded to the nearby substation, where switchgear, and the transformer and rectifier involved in converting 33,000 V. a.c. current into 600 V. d.c. were inspected.

Glyn, Mills & Company.—The statement of assets and liabilities as at June 30, 1948, shows total assets of £111,617,739, compared with £74,559,749 in the previous year. Included in the total are coin, bank notes, and balance at Bank of England, £9,113,706 (£5,701,677); cheques in transit, etc., £3,667,606 (£2,908,928); money at call and short notice, £26,161,000 (£15,846,000); investments, including £20,071,165 in British Government securities, £20,895,981 (£22,548,568); bills dis-

counted, £17,228,964 (£1,342,507); and treasury deposit receipts, £12,500,000 (£7,000,000). Advances to customers and other accounts, and amounts due by subsidiary companies, stand at £14,471,577, compared with £13,444,642.

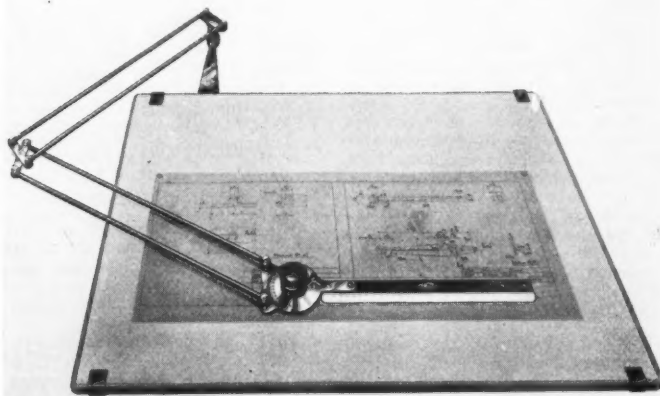
British Transport Commission Statistics.—It has been brought to our notice that an error appearing in the table Freight Tonnage Originating, which appeared in the summary of *British Transport Commission Transport Statistics, 1948, Series No. 5*, in our last week's issue. For minerals and merchandise (Classes 1 to 6), the Western Region figure at 673,288 should be shown as an increase over 1947, of 22.84 per cent.

Concession to Private Air Companies.—Three private air companies have been given permission by the British European Airways Corporation to operate scheduled services in the capacity of associates of the corporation. The companies concerned and the routes they are to operate are as follows: East Anglian Flying Services, Southend to Rochester; Lancashire Aircraft Corporation, Blackpool to Southport; and Mannin Airways, Isle of Man to Carlisle and Newcastle.

Institute of Transport Examination Papers.—The examination question papers of the Institute of Transport for May, 1948, have been published in booklet form and include the papers set at both the associate membership and the graduateship examination. The price of the booklet is 1s., post free. Other previous examination question papers available are those for associate membership, 1944-46 (price 1s. per set, post free); and graduateship and associate membership, 1947 (1s. per set, post free).

Railway Wages in Ulster.—Representatives of the Great Northern Railway (Ireland) and the Railway Executive (N.C.C.) on July 18 met delegates of the National Union of Railwaymen and the Associated Society of Locomotive Engineers & Firemen in Belfast, and discussed with them an application for higher wages. No decision was reached. The claim, which may go to the Irish Wages Board in Dublin, concerns about 10,000 workers. They are seeking increases ranging from 11s. to 22s. a week.

Dorad Railway Co. Ltd.—The report for the year ended December 31 last shows a decline in gross revenue, which was £350,785, as compared with £369,603 in the previous year. Working expenses rose from £244,492 to £279,805, leaving a balance of £70,980. After meeting debenture interest, exchange differences, and provision for taxation, there was a net profit for the year of £32,769. There was a considerable decrease in the number of passengers carried, which fell from 364,502 to 288,215, but longer journeys were travelled and receipts did not fall in proportion. The total goods traffic of 185,873 tons compared with 225,593 tons in 1946, and the higher rates put into effect in February last year, to offset wage increases, were not sufficient to prevent goods receipts from declining by some 7 per cent. The Chairman, Mr. Robert Adeane, publishes a statement in the report which draws attention to the fact that it is becoming increasingly difficult to maintain a competent staff, especially for skilled work. Under existing social laws, certain grades may leave the company on pension after only 15 years' service, no matter what their age, and go and work elsewhere. The year was one of almost



Mavitta lightweight drafting machine

removal of a screw and reversal of the arms and scale. The machine is constructed of steel tube and cast aluminium alloy, with enamel and chromium finish. All moving parts are fitted with plain bearings, and the scale will rotate through 180 deg. The weight is 2½ lb. The Mavitta Minor is made by Mavitta Drafting Machines Limited, Highlands Road, Shirley, near Birmingham.

L.M.R. Bank Holiday Services.—Expecting extensive August Bank Holiday traffic, the London Midland Region of British Railways is running 569 extra long-distance trains between today, July 30, and Tuesday, August 3. Of these, there will be 61 from, and 68 into, Euston; there also will be 44 special departures and 41 arrivals at St. Pancras. Principal places served by the extra trains will be North Wales, the Lake District, Scotland, Blackpool, Manchester, Liverpool, Birmingham, Sheffield, and Leeds. On July 31 and August 1 there will be three sailings instead of two on the Holyhead route to

counted, £17,228,964 (£1,342,507); and treasury deposit receipts, £12,500,000 (£7,000,000). Advances to customers and other accounts, and amounts due by subsidiary companies, stand at £14,471,577, compared with £13,444,642.

Ulster Transport Bill.—The Northern Ireland Transport Bill passed the committee stage in the Ulster Senate on July 20. Asked by Mr. Clark for an assurance that if any minor railway were closed under the Bill an alternative service would be provided at no greater cost to the public, Sir Roland Nugent, Minister of Commerce, said that the matter was one for the Transport Tribunal, who was obliged to provide adequate facilities. The word "adequate" would apply to the cost.

Permanent Way Institution.—The next meeting of the Permanent Way Institution, Manchester & Liverpool Section, will be held in the Gas Theatre of the Manchester Corporation Gas Offices, Mount Street, Manchester, on Saturday, August 7, at 2.45 p.m. The agenda includes the report

OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Employment Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

REGIONAL H.Q. British Railways (London Office)

require:—
(a) Structural Draughtsmen for preparation of designs and detail drawings of Bridges; and
(b) Steelwork Surveyors for examination and assessment of existing Bridges.
Previous experience desirable but not essential. Good prospects of permanency for the right men. Salary about £350 to £550, according to age and experience. Applications stating age and details of technical education and experience to Box No. 125.

TRANSPORT ADMINISTRATION IN TROPICAL DEPENDENCIES. By George V. O. Bulkeley, C.B.E., M.I.Mech.E. With chapters on Finance, Accounting and Statistical Method. In collaboration with Ernest J. Smith, F.C.I.S., formerly Chief Accountant, Nigerian Government Railway. 190 pages Medium 8vo. Full cloth. Price 20s. By post 20s. 6d.

constant labour unrest and the cost of living continued to rise, despite all steps taken by the Government to control it.

Carlisle—Silloth Line.—The railway from Carlisle to Silloth was recently transferred from the North Eastern to the London Midland Region. Until December 31 last it formed part of the Scottish Area of the L.N.E.R.; and ex-North British locomotives and coaches continue to be used. A telephone connection has been made with the London Midland Region control and district offices at Carlisle.

Australian Inquiry for Railway Wagons.—A Reuters message from Sydney reports that the Agent General in London has been asked to make inquiries regarding the purchase of railway wagons in Great Britain. In 1946 the Railway Department ordered 2,500 wagons in Australia, mostly from Sydney firms, but so far only 65 have been received. Contractors complain that shortage of steel and coal is preventing them from fulfilling the orders fast enough.

Grimsby-Immingham Line to be Doubled.—The 4½-mile single line between Grimsby and Immingham (West Marsh Junction), known as the Grimsby District Light Railway, is to be doubled and the signalling arrangements improved. Although it originally was built as a double-line railway, one track was taken up during the 1914-18 war to meet urgent military requirements, and was not restored subsequently. Today, due to the volume of timber traffic for Grimsby traders and to developments on the Grimsby Corporation's industrial estate, the single line can no longer deal satisfactorily with the traffic it has to convey.

Vokes Limited.—Speaking at the recent annual general meeting of Vokes Limited, the Chairman, Sir Ian Stewart-Richardson, said that he deplored the current tendency to deride, and to describe as idle and useless, those who invested their savings in industry. Basically, shareholders were steady, hardworking, saving people, with a desire to make progress, who looked into the future and invested a few pounds of their salaries here and there. The Chairman referred to a recent broadcast, in which it had been shown that the dividends distributed to shareholders on the total production of the country amounted to less than 3 per cent. of the wages paid to the workers. It was no use

LONDON TRANSPORT EXECUTIVE.—Vacancy for an Executive Assistant, office of the Technical Officer (Trams and Trolleybuses) to undertake investigation into technical problems relative to trolleybus and tramcar maintenance and operation, and preparation of specifications for contracts for trolleybus rolling stock and spares. The duties of the post require an intimate knowledge of mechanical and electrical engineering design and a general appreciation of the commercial implications of large engineering contracts. Experience in the maintenance of road service vehicles and some knowledge of the Executive's trolleybus and tramcar rolling stock and its equipment would be an advantage. Applicants should be corporate members of the Institution of Electrical Engineers, or, alternatively, hold an Honours Degree in Engineering, and must also have practical experience in the design and manufacture of electrical equipment. Commencing salary £600 per annum. The successful candidate will be required to pass a medical examination and to join a contributory Superannuation Fund, after a probationary period.

Applications giving full particulars of education, experience, professional and other qualifications, present remuneration and age, should be sent within 14 days of appearance of this advertisement to the STAFF OFFICER (Reference F/E.V.18), LONDON TRANSPORT EXECUTIVE, 55, Broadway, Westminster, S.W.1. Canvassing, either directly or indirectly, will disqualify a candidate.

telling the country that the situation was desperate, and people must work harder, while at every turn they were being prevented and discouraged from applying their endeavours and initiative. He was sure the staff of their company would go on fighting and striving, but present conditions brought an endless burden of strain with no clear indication as to when or how the battle would be won.

Cross-Channel Vessel Launched.—The first of two 5,200-ton passenger motor-vessels, which are being built by Harland & Wolff Limited for British Railways Holyhead—Dun Laoghaire service, was launched at Belfast on July 22. The new ship, *Hibernia*, was named by Lady Somerset and will be followed by a sister ship, the *Cambria*; both will carry some 2,000 passengers.

Vickers Limited Dividends.—At a meeting of the board of Vickers Limited on July 16, the following interim dividends in respect of the year 1948 were declared: 2½ per cent. actual, less income tax, on the preferred 5 per cent. stock; 2½ per cent. actual, less income tax, on the 5 per cent. preference stock; and 2½ per cent. actual, free of income tax up to 6s. in the £, on the cumulative preference stock. Payments will be made on August 20, 1948.

British Timken Limited.—The company's net profit for 1947 of £196,520 compared with £83,675 in 1946, and was recorded after providing £255,000 for taxation as against £80,000 in the preceding year. An allocation of £100,000 has been made to deferred repairs, no such provision being made last year; and the sum of £61,994 placed to general reserve compares with £30,000 in 1946. A dividend of 15 per cent. is again recommended on the ordinary shares.

Railway Arts & Crafts Exhibition.—Western Region railway workers, who practise an art or craft as a hobby, have started to prepare for their fourteenth Annual Arts & Crafts Exhibition, which will be held at Swindon Swimming Baths from October 4 to 9, under the auspices of the British Railways, Western Region, Staff Association. Nearly 700 entries were received for last year's exhibition, which was the first since 1939, and this year even more are expected. There will be one hundred classes divided into eighteen main categories, including painting and sketch-

STATION DESIGN. A striking example of modern British practice at the important wayside station of Luton. Reprinted from *The Railway Gazette*, July 7, 1944. Price 1s. Post free 1s. 2d.

RAILWAY MAINTENANCE PROBLEMS. By H. A. Hull (late District Engineer, L.M.S.R.). Valuable information. With much sound advice upon the upkeep of permanent way. Cloth, 8½ in. by 5½ in. 82 pp. Diagrams. 5s. By post 5s. 3d.

STANDARD MILITARY RAILWAY BRIDGES. By F. S. Bond. A description of the different types of bridges designed for rapid erection in the field by the Allied Forces, and of the various methods employed in such erection. 28 pages, 9 in. by 12 in.; fully illustrated. Paper cover 5s. By post 5s. 2d.

RAILWAY SIGNALLING AND COMMUNICATIONS, INSTALLATION AND MAINTENANCE. A practical guide, especially intended to help Signal Inspectors, Installers, Fitters, Linemen, Draughtsmen, and all concerned with installing and maintaining Signal, Telegraph, and Telephone Equipment. 416 pp. Many illustrations. Cloth, 8s. By post 8s. 6d.

ing, photography, needlework, leatherwork, metalwork, woodwork, sculpture, toy-making, model-making and wickerwork. Eight trophies are held by the winners for one year, and medals and certificates of merit are presented as a permanent token of success.

Institute of Transport Northern Section Visit.—Members of the Northern Section of the Institute of Transport recently visited the British Railways (formerly L.N.E.R. All-Line) Commercial School at Darlington. Mr. H. F. Sanderson, Principal of the School, and Mrs. Sanderson and the school staff received the visitors, and Mr. Sanderson explained the curriculum and the operation of the school, after which a tour of the premises was made.

Road Accidents in June, 1948.—The return issued by the Ministry of Transport of the number of persons reported to have died, or to have been injured, as a result of road accidents in Great Britain, during the month of June last, shows 345 deaths (compared with 386 in June, 1947), 2,859 seriously injured (compared with 3,422 in June, 1947), and 10,055 slightly injured (compared with 11,919). The number of deaths in June last, the first month of the standard petrol ration for private motorists, at 345, represents the lowest figure for any June since 1931, when monthly statistics of road accidents were first recorded. Compared with May of this year, the number of deaths in June showed an increase of 44.

Government Controls Investigation.—The first results of the investigations into Ministry of Supply controls were made known recently by the Minister of Supply in an announcement in the House of Commons that controls on hand tools, typewriters and office machinery had been revoked. Mr. Strauss, who was replying to a question by Mr. Granville Sharp, said he had accepted recommendations, made by Sir Frederick Bovenschen, to withdraw statutory control over the manufacture and supply of those items. The Ministry of Supply states that, although there is now no statutory control over the supply of these products, the industries concerned have undertaken to co-operate with the Ministry in carrying out Government policy, especially as regards exports, and to provide statistics about production. Sir Frederick Bovenschen, who was formerly Permanent Under-Secretary at the War

Office, began his investigations into Ministry of Supply controls early this year, and he will continue his examinations of other controls exercised by the Ministry.

Railways Paper Salvage.—During the past six months British Railways have contributed 3,179 tons to the national campaign for the salvage of waste paper. In addition to the systematic official salvage of used tickets, etc., large quantities of paper have been collected by the individual efforts of railwaymen in handing in obsolete timetables and newspapers left in trains.

Educational Excursions.—Limited educational day-excursions by rail to Windsor and thence by river to Runnymede, have been arranged by British Railways, Western Region, for each Wednesday, commencing this week, to September 29, leaving Paddington at 10.3 a.m. and due back at 8.6 p.m. Included will be a tour of the State apartments in Windsor Castle and visits to St. George's Chapel, the Albert Memorial Chapel and Magna Carta Island. Charges will be 12s. for adults and 8s. 3d. for children, covering rail and steamer fares, tea on board and admission fees.

British Industries Fair, Space Bookings.—Plans for the British Industries Fair, 1949, are well advanced, and already application forms for space have been despatched to all previous exhibitors and other interested firms. These are returnable by August 7 and enquiries already received indicate that the demand will be exceptionally heavy. Last year more than 600 late applications could not be accepted. Firms interested who have not received an application form should apply immediately either to the Export Promotion Department, Exhibitions Branch, 27, Old Queen Street, London, S.W.1, or to the Birmingham Chamber of Commerce, 95, New Street, Birmingham.

Track-Relaying Results.—Last weekend, 7,786 railwaymen tackled 236 track-relaying jobs on various sections of the London Midland Region. This brings the total over the last eleven Sundays to 2,536 jobs involving 80,299 men. These efforts already have shown splendid results in better time-keeping on the L.M.R.; for instance, of the 2,499 main-line passenger expresses run last week, only 633 were over ten min. late. Similar Sunday work on local lines also has resulted in improved time-keeping by L.M.R. steam and electric local services. Of 38,412 local trains run last week, 27,930 were punctual and only 1,342 were more than ten minutes late.

Ban on Traffic with Russian Zone of Germany.—On July 26 the Anglo-German authorities in the Bizone area of Germany announced that they had decided not to accept further traffic in either direction travelling across the Bizone between the Russian Zone and Western Europe. It was stated that the ban was imposed on account of technical difficulties, of which the two most important were stated by a British spokesman to be as follows: The impossibility of accepting and arranging railway traffic on the usual month-to-month basis on account of the withdrawal of the Russians from the Four-Power Transport Committee in Berlin; and the large number of open wagons (15,449) which the Russian Zone owes to the Bizone, and which are needed in Western Germany. Although the Bizone has 12,632 wagons from the Russian Zone, these are unserviceable ones.

Railway Stock Market

Stock markets staged a moderate rally, the holiday period and less pessimism regarding the Berlin situation having led to professional "bear" covering on a considerable scale. As a result, values in most sections have made some recovery following their heavy setback. During the recent uncertain weeks, there has been no heavy selling by the public, and, in fact, jobbers in many cases are believed to be none too well supplied with shares. Consequently, prices might be marked up substantially if the public were to come in buyers; but this is unlikely unless there is a really favourable turn in international affairs.

Business in British Funds has shown little expansion, but the trend was better, 3 per cent. Transports (1978-88) rallying to 97½ and the 3 per cent. (1968-73) to 100½. It is regarded as significant that the last-named stock, and also Electricity 3 per cent., both have remained over par during the recent uncertain weeks in stock markets. Prospects of 3 per cent. Transports (1978-88) also going over par are considered to be promising in many quarters, but it is realised that for this to be accomplished there would have to be a strong and sustained rally in British Funds.

Moreover, it is believed that many holders of the big Transport stock have instructed their brokers to sell at par, so should the price reach this there might be a temporary setback for a time. On the other hand, many holders will prefer to continue to hold rather than exchange into a shorter-dated and smaller-yielding gilt-edged stock.

Foreign rails have been only moderately active. Beira Railway bearer shares provided a feature with a jump of over 3s. to 52s. 6d. on latest "take-over" hopes. Brazil rails were much quieter, with São Paulo little changed at 156½ following news that the Brazilian Senate's Finance Committee has approved payment of the

company's "recognised" capital. It is realised, however, that still further formalities will have to be carried out before payment is made to the company, and that the value of the ordinary stock will turn mainly on the sum to be received by the company for its ancillary assets, which it would seem may not be decided until next year.

Leopoldina eased to 9½, the preference stock was 29, the debentures 59, and Leopoldina Terminal debentures 55. Great Western of Brazil shares strengthened to 80s. 7½d. Uruguayan rail stocks fluctuated. Central Uruguay eased to 8½, and the second debentures, after an earlier rally, receded to 77½, although the first debentures were in request up to 97½. Antofagasta ordinary and preference were 10½ and 59 respectively, and elsewhere United of Havana 1906 debentures have been steady at 14½.

Manila Railway "A" debentures were 90½, and the 5 per cent. preference 9s. 3d. Canadian Pacifics have eased further to 23½ on doubts whether it will be possible to maintain the dividend owing to the higher wages. The preference stock, however, was steady at 80, with the 4 per cent. debentures 109½. French railway sterling bonds rallied on the formation of the new French cabinet, Midi being 90 and Nord 104.

Iron and steel shares have also participated in the better market trend. The City is wondering whether iron and steel nationalisation will have to be postponed indefinitely now it has been decided to set up a joint advisory council of British and American employers and trade union representatives to consider steps necessary to increase production in Britain. Should the view gain ground that iron and steel nationalisation is to be postponed, iron and steel shares probably would rally strongly, because they offer generous yields, and with steel production at a record level there should be no difficulty in maintaining dividends.

Traffic Table of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffics for week		No. of week	Aggregate traffics to date			
				Total this year	Inc. or dec. compared with 1946/47		Total 1947/8	Increase or decrease		
South & Central America	Antofagasta ...	834	18.7.48	£ 62,010	+	£ 18,080	28	£ 1,512,550	+	£ 357,390
	Bolivar ...	174	June, 1948	\$43,616	+	\$66,369	26	\$442,327	—	\$232,536
	Brazil ...	...	...	...	...	...	...	...	...	...
	Cent. Uruguay ...	970	17.7.48	33,300	+	723	3	81,064	—	18,286
	Costa Rica ...	262	May, 1948	38,913	+	2,930	48	349,643	+	26,895
	Dorada ...	70	Mar., 1948	19,700	—	9,500	13	59,500	+	30,000
	G.W. of Brazil ...	1,030	17.7.48	23,800	+	3,100	28	948,000	+	17,500
	Inter. Ctl. Amer. ...	794	June, 1948	\$1,068,881	+	\$66,817	26	\$7,066,133	+	\$163,290
	La Guaira ...	22½	June, 1948	\$116,312	+	\$4,691	26	\$640,293	+	\$44,089
	Leopoldina ...	1,918	17.7.48	60,420	—	11,792	28	1,506,449	—	349,100
	Midland Uruguay ...	319	June, 1948	23,203	+	5,169	52	233,269	+	28,135
	Nitrate ...	382	15.6.48	10,146	—	1,754	28	157,171	+	30,971
	N.W. of Uruguay ...	113	June, 1948	4,183	—	1,664	52	6,784	—	3,243
	Paraguay Cent. ...	274	2.7.48	794,410	+	\$58,004	52	6,311,176	+	\$3,181
	Peru Corp. ...	1,059	May, 1948	180,761	+	22,005	48	1,907,324	+	230,353
	Salvador ...	100	Apr., 1948	c175,000	+	c30,000	43	c1,796,600	+	c313,600
	San Paulo ...	153½	...	...	...	...	...	...	...	...
Taltal ...	156	June, 1948	8,770	+	2,565	52	97,790	+	46,870	
United of Havana ...	1,301	10.6.48	39,631	+	29,097	2	56,395	—	54,542	
Uruguay Northern ...	73	June, 1948	1,771	+	432	52	15,802	—	1,763	
Canada	Canadian National ...	23,535	May, 1948	10,286,250	+	647,750	22	47,189,000	+	3,476,750
	Canadian Pacific ...	17,037	May, 1948	7,051,250	+	360,000	22	33,321,000	+	2,231,000
Various	Barsi Lightf ...	202	June, 1948	22,830	—	5,535	13	80,707	+	472
	Beira ...	204	Apr., 1948	105,518	+	25,361	30	186,662	+	192,556
	Egyptian Delta ...	607	10.6.48	17,843	+	2,491	10	128,076	+	12,351
	Gold Coast ...	536	June, 1948	207,376	+	67,243	13	665,638	+	189,875
	Manila ...	...	...	...	...	...	...	...	...	...
	Mid. of W. Australia ...	277	May, 1948	29,088	+	8,428	48	268,433	+	72,477
	Nigeria ...	1,900	Apr., 1948	492,253	+	64,228	5	492,253	+	64,228
	Rhodesia ...	2,445	Sept., 1947	643,980	+	102,833	52	6,787,603	+	612,938
	South African ...	13,323	26.6.48	1,297,213	+	30,653	13	16,317,735	+	938,960
Victoria ...	4,774	Apr., 1948	1,388,846	+	615,854	43	...	...	...

† Receipts are calculated @ 1s. 6d. to the rupee